

SUNBEAM B24 • BSA M20 BUILD • JEFF SMITH MBE • ENFIELD BULSADER!

RealClassic

Running, Riding & Rebuilding RealClassic Motorcycles

ISSUE 138 • OCTOBER 2015 £3.60

MORE *than a*
VIN



**NOT (quite) AN
ATLAS**
Norton scrambled



**TRIUMPH
TR5T**
on the trophy trail



£3.60 US\$9.99 C\$9.99 Aus\$7.50 NZ\$9.99
10
74470 88912 0
MORTONS

COMMANDO**NORVIL
MOTORCYCLE COMPANY****Norton**OUR GENUINE NORTON PARTS ARE
MANUFACTURED BY US UNDER OUR
LICENCE DATED JANUARY 2001

The Norvil Motorcycle Company are the only manufacturer of Genuine brand new original type Norton Commandos
COMMANDO IS OUR REGISTERED TRADEMARK **NORVIL** IS OUR REGISTERED TRADEMARK
 UK PATENT OFFICE REGISTRATION NUMBER : 2128766 - UK: 2128517, USA: 1644347

• **NORTON • COMMANDO • DOMINATOR • SINGLE • LIGHTWEIGHT TWIN**

NORVIL MOTORCYCLE IS THE BEST PLACE IN THE WORLD TO SHOP FOR YOUR NORTON SPARES

060489A 069532 064283 067221A 21016 069533DA 069218 069141 032702C

885544N 040108 062666 062039G 069136 19667 064791B WW50063 066131A 061978L 066130 063375A

066193 063935ATY 069896 063066 069185 061484 064858 063281 064281 063410

067863 A2699A A2722A 064247

We have been proudly keeping the unapproachable Norton riding the streets of the world for 35 years. With over 7000 Norton product lines in stock, we offer the largest and most comprehensive range of genuine Norton spares in the world. Order a copy of our free paper catalogue & check out our spares availability.

We stock a huge range of new & improved lightweight brake disks ranging from a single 12" kit right up to twin 14" monsters, call and ask for a leaflet today or go to our website and check them out.

AD PRICES VALID AT TIME OF GOING TO PRESS

069218	BELT DRIVE KIT - COMMANDO - ROAD - C/W BEARING - W1/W10	C - - -	£258.68	063066	IGNITION - ELECTRONIC - KIT - DOM - WITH COILS - 12V & HOUSING - W5	D - - -	£150.00
069533DA	BELT DRIVE KIT - DOMINATOR - WITH CLUTCH - ALT MODEL	D - - -	£464.13	066131A	ISOLASTIC CONY KIT - REAR - FULL INTERNALS - NEW TYPE	C - - -	£69.00
064281	BRAKE ASSY TLS - PLAIN - NO STIFFENING KIT - GENUINE	C D L S	£260.00	066130	ISOLASTIC CONVERSION KIT - FRONT - NO MODS - NEW TYPE	C - - -	£45.00
063281	BRAKE ASSY TLS - WITH AIR SCOOP & STIFFENING KIT - GENUINE	C D L S	£325.00	069141	MEDALLION - "LUCAS" - FOR HEADLAMP - W5	D - S	£13.23
040108	CAMPLATE - PRE MK3 ELECTRIC START - COMPLETE WITH SHAFT	C D - S	£58.50	067221A	OIL CHANGE ASSEMBLY - WITH HOLE & MAG PLUG - PRE200000	C D - -	£19.50
064858	CAMSHAFT - 45 - MORE MIDRANGE POWER THAN 25 - NORVIL - EN408	C - - -	£147.00	064283	OIL FILTER & PIPES KIT - EXTERNAL FITS ALL	C D L S	£29.50
064247	DAMPER - STEERING - COMPLETE WITH FITTINGS - 6 POSITION - NORVIL	C - - -	£110.00	066193	OIL PUMP - FITS ALL TWINS - HIGH CAPACITY	C D L S	£196.98
069185	DISC KIT - 12" SINGLE - HOMOLOGATED - 1964 ONWARD - NOT 250CC	C D L S	£455.00	WW50063	PANEL - HEADLAMP - COMPLETE WITH SWITCH & AMMETER	- - - S	£28.57
069896	DISC KIT - 14" SINGLE - LIGHTWEIGHT - 1964 ONWARD - NOT 250CC	C D L S	£619.00	062666	PLUG & SOCKET - NEW OLD STOCK - BLACK PLASTIC RS	C - - -	£19.50
063375A	EXHAUST PIPES - UPSWEPT TYPE - UNBALANCED - PAIR - 1 3/8"	C - - -	£91.42	069532	REARSET KIT - FEATHERBED - PRE 1957 - WITH GEAR LINKAGE	D - S	£232.97
062039G	FAIRING - FASTBACK TAIL - GREEN - NOT THE DULL BLACK REPRO	C - - -	£125.40	067863	SEAT - FEATHERBED - SLIMLINE - WITH HUMP - STEEL BASE	D - S	£129.96
063935ATY	FAIRING ASSEMBLY - ALL FITTINGS - TINTED SCREEN - YELLOW	C - - -	£227.43	032702C	SHOCK ABSORBER - SHROUDED - COMMANDO - REAR - PAIR - HAGON	C D L S	£145.00
19667	FILTER HOUSING - 88, 99, 650, STD & DELUXE NOT SS PAINTED	D - - -	£32.00	061978L	SILENCER - REVERSE CONE - WITH "NORTON" LOGO	C - - -	£79.00
885544N	FLASHER SET - MINI TYPE - 4 LONG INDICATORS, WIRE - 12V	C D L S	£21.04	064791B	STARTER MOTOR - NEW - MORE POWERFUL - FITS 850 MK3 COMMANDO	C - - -	£345.00
A2699A	FOOTREST - FRONT - LEFT HAND - COMPLETE ASSEMBLY - PRE 1957	D - S	£85.40	063410	STIFFENING KIT - TLS - COMPLETE WITH CAMS & INSTRUCTIONS	C - - -	£72.95
A2722A	FOOTREST - FRONT - RIGHT HAND - COMPLETE ASSEMBLY - PRE 1957	D - S	£87.60	21016	TRAY - TOOL - WIDELINE FEATHERBED - ZINC PLATED	D - S	£38.00
061484	HEAD STEADY - NORVIL - ISOLASTIC - GENUINE - COMPLETE ASSY	C - - -	£79.00	069136	VELOCITY STACK - 28-32MM AMAL MK1 - NORVIL	C D - S	£29.88
060489A	HEAD STEADY ASSEMBLY - EARLY TYPE BUT MUCH STRONGER	C - - -	£26.50				

C - COMMANDO D - DOMINATOR L - LIGHTWEIGHT TWIN S - SINGLE

An online ordering facility is available on our website at www.norvilmotorcycle.co.uk

The best place for British made parts that are despatched worldwide

**CHECK OUT THE
FOLLOWING FANTASTIC
EBAY SHOPS -**

<http://stores.ebay.co.uk/norvilmotorcycle> for Norton & British Classic Spares

<http://stores.ebay.co.uk/bikeronestop> for Norton & British Classic Spares

<http://stores.ebay.co.uk/onestopbikebits> for Norton & British Classic Spares

THE CORNER GARAGE, 96-98 CANNOCK ROAD, CHASE TERRACE, BURNTWOOD, STAFFS WS7 1JP



norton@norvilmotorcycle.co.uk www.norvilmotorcycle.co.uk Tel: 01543 278008 Fax: 01543 274775

With thousands of customers worldwide we are the largest and the best norton specialist. All prices subject to p&p for delivery & VAT for sales within the EEC

For EU
please
add VAT

WHAT LIES WITHIN



6

TRIUMPH TR5T TROPHY TRAIL6

A bike to go anywhere, to do anything. A noble goal pursued by all manufacturers. Frank Westworth rides one of Triumph's more interesting efforts

NORVIN24

It takes expertise and enterprise to attempt to improve Mr Vincent's big V-twin. Colin Sparrow explains how one owner set about building the ultimate café racer...

HIGH-CAM SUNBEAM.....34

No aspect of the British bike industry was left untouched by WW2. We readily recall the military models, built by the boatload to help win the war. But there's another side to this situation, casualties which disappeared from the lists in 1939, gone for good. AMC launched a remarkable range of innovative motorcycles at exactly the wrong moment, as Rowena Hoseason discovers...

NORTON ATLAS SCRAMBLER42

In the mid-1960s, the Atlas Scrambler took America's desert races by storm. Lawrence Howes rides one and finds out why, and meets a world authority on the subject of AMC's hybrid bikes...

ROYAL ENFIELD BULSADER.....52

In which our intrepid reporter (that would



34

be Odgie, himself) rides across Lancashire to meet a man who likes Enfields, so much so that he built his very own Bulsader

JEFF SMITH, MBE60

Fifty years ago, Jeff Smith MBE claimed his place in history and the FIM 500cc World Motocross Championship title. Odgie celebrates this anniversary with a potted history of the man who made history. And of a life well lived...

GILERA GIUBILEO REBUILD86

Stu Thomson is something of a sucker for a sweet little Italian, and he's revitalised several already. A Moto Gilera Giubileo is an entirely new experience, so this time he has to figure out exactly what he's bought before he can set to with the spanners...

BSA M20 REBUILD92

Rick Howell discovers a weary old warrior, unused for forty years. Can he get it running again in time to meet a D-Day deadline in Normandy?



REALCLASSIC 138; PUBLISHED IN OCTOBER 2015

RC REGULARS

THE CONTENTS PAGE4

And on the cover we have a Norvin. There'll be other bikes too, but I don't know what they are yet!

WE'VE GOT MAIL16

RC's readers are probably the very best in the whole world for looking forward and backward at the same time. Lots to ponder in here

SHED QUEST68

Daisy the Triumph Speed Twin and her heroic assistant, Graham Ham, continue their epic exploration of sheds and the men who inhabit them. This month they met up with Guy Redshaw...

EVENTS76

It's autumn, already, somehow. How did that happen? There's still lots going on. Would certainly pay to invest in decent galoshes

READERS' FREE ADS80

A truly eclectic selection of bikes for sale, and a few mysterious 'wants' as well. We scratch our heads in wonder

PUB TALK100

What could be more suitable for travelling abroad to a touring rally than a slow, old, vintage sidevalve? Sadly PUB thinks it may be time for her to think of something...

TALES FROM THE SHED109

Hammers! Great heat! Violence and invective. All of these delights and more have been a familiar sight in The Shed...



SUBSCRIBE TODAY & SAVE

TURN TO P106

Save time! Save money! Save sausages! OK, maybe not the latter. But the only certain way to read RealClassic each month is to subscribe and join the RealClassic Club. Here's how...



'NORMOUS NEWARK AUTOJUMBLE

Newark & Notts Showground,
Newark-on-Trent, Notts NG24 2NY
(junc A1/A46/A47-signed)

SUN OCT 11

Also: Nov 15, Dec 13

CUSTOMER EARLY BIRD PASS 8am-9am £10

DAY ADMISSION 10am - £ 6

LARGEST + BEST ONE-DAY AUTOJUMBLE IN UK – over 3000 plots previously – inside and out – vast classic display – up to 1000+ (cars, bikes, commercials, kits, custom, etc) – **FREE DISPLAY AREA** for classic cars and motorcycles (just pay admission charge) – **FREE Trade Papers**. **FREE Sat night camping & caravanning** (toilets and breakfasts available) for stallholders – **FREE** stewarded customer parking. Established 30 years of leading successful events. Demo, restoration and trade stalls welcome. Plots from only £18 pre-booked.

Send SAE for booking form or download from website.

Over 3000+ plots previously – reduced admission for classics from 10am

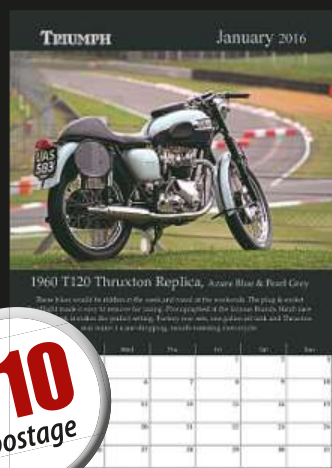
MORTONS MEDIA GROUP LTD Media Centre, Morton Way, Horncastle, Lincs LN9 6JR

Tel. 01507 529470 Mob: 07824 145472 Email rgraham@mortons.co.uk

Web. www.newarkautojumble.co.uk



Visit our online shop to get your 2016 calendar NOW!



£10
+ postage

Like us on
Facebook

To order visit our new website **www.aceclassics.co.uk**
or give us a call

Ace Classics (London) Tiger Parts UK

101-103 St Mildreds Road, London SE12 0RL ■ 020 8698 4273

Ace opening hours: Monday - Friday 9am-6pm ■ Saturday 10am- 6pm ■ Sun Closed

WHO'S DONE WHAT

REALCLASSIC roared into activity this month thanks to all its contributors, whose eye-splitting efforts are corralled by Rowena and Frank, aka the Cosmic Bike Co Ltd. Mike Baumber has once again knocked off all our socks with his page designs, so hoo-rah to him, Kelvin, Libby and the production team for all their efforts

THERE'S MORE RC reading at RealClassic.co.uk, managed by Martin Gelder

TRADE ADVERTISERS should call Alan on 01507 529313, email agreen@mortons.co.uk

EDITORIAL ENQUIRIES should be sent to Frank@RealClassic.net or to PO Box 66, Bude EX23 9ZX. Please include an SAE if you want something returned or a personal reply

SUBSCRIPTION INFO is on page 106, or call 01507 529529 to subscribe or renew or buy back issues

SUBS QUERIES, late deliveries, or changes of address should be directed to 01507 529529, or email subscriptions@realclassic.net

ALL MATERIAL in RealClassic is copyright its authors, so please contact us before reproducing anything. RealClassic is printed by William Gibbons & Sons of Wolverhampton. Our ISSN is 1742-2345.

THIS MONTH we've been reading Frank's new novel! Yes! Our very own Editor Westworth has his second crime-thriller published this month. All terribly exciting. Ask your bookshop for 'THE CORRUPTION OF CHASTITY', or snag a signed copy from us at Stafford.

MEANWHILE AT THE MOVIES we found the Krays bio-pic, **LEGEND**, to be oddly moving, and the **TRANSPORTER REFUELED** to be (perhaps not so) oddly terrible. Thought the **LEGEND OF BARNEY THOMSON** was wince-inducingly awful, too. Thank goodness for Nordic noir in the shape of the new **BECK** series, which restored sanity. **THIS ISSUE** was brought to you by The Eagles' 'Take It Easy'. Yes indeed, it's that time of year when the sounds of our own wheels have been drivin' us slightly crazy.

RealClassic is published monthly by MMG Ltd, PO Box 99, Horncastle, LN9 6LZ, UK.

USA SUBSCRIPTIONS are \$58 per year from Motorsport Publications LLC, 7164 Cty Rd N #441, Bancroft WI. 54921. Postmaster: Send USA address changes to RealClassic, Motorsport Publications LLC, 715-572-4595 chris@classicbikebooks.com

FROM THE FRONT

There's an ancient saying about old dogs and the futility of teaching them new tricks. I was considering this while running a comb through my beard after a couple of hundred windswept miles the other evening. I'd rattled up to visit Jim Reynolds' show to wave a flag and say hello to quite a lot of readers, and usually I'd spend a tedious age ripping out chunks of beard while attempting – unsuccessfully – to untangle it. You needed to know that. Moving on...

But this time, there was no more tangling to be undone than there would have been if I'd ridden up in the car. Why? Because after the last grim experience I'd taken advice from a friend and bought a tube. A facial tube, not an inner tube. That would be silly. A tube is exactly what you might think it is if you didn't already know. I can't imagine why I'd not tried one before ... but I hadn't.

The fact that a tube is pretty darned good at keeping errant hair under control and out of the breeze couldn't have been a real surprise, however. Why? Because back in the rosy-glow 1970s I rode everywhere in winter wearing a balaclava, which did the same job only better. I had actually and completely forgotten this marginally relevant fact, but sluicing my way through the summery deluges reminded me ... of the creeping horridness of slow, wet wicking water distributed generously around my neck by the tube. Balaclavas do the same. The biggest difference is that with 1970s balaclavas, the wicking was so effective that the top of my head would get soaked inside the helmet and water would started to drip off my eyebrows. That is one strange sensation, and I had forgotten it completely. Sometimes a frazzled memory is a blessing in disguise.

Apart from the sartorial disharmony which comes with a tangled beard, the other major hassle of my riding life in the climatically-challenged current age is my complete inability to find waterproof boots. I'll qualify that. Waterproof boots which I can walk in all day, as when stomping glumly around a bike show wondering where the next coffee is coming from. For years I wore Derri MCB boots, but they're both malodorous and



ruined my feet if I was walking rather than riding. I've tried several others, including a brilliant pair of Alt-Bergs which have out-grown me (strange but true), and a pair of Wheatley boots which were never even faintly waterproof but were comfortable and easy to walk in until they fell to bits, despite the replacement sole and straps.

Nowadays – as you can see if you're interested and have great vision – I wear Caterpillar boots. They not intended for motorcycling, but are very comfy. And have a mysterious ability to retain the water which leaks inside for days and days – so plainly have a cunning semi-permeability not often found in nature. Like theoretical Gore-Tex in reverse.

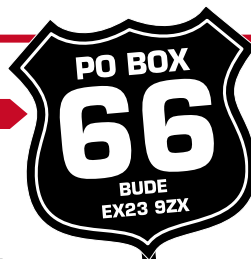
And then it dawned on me, like the sunlight bursting through the dark clouds of a thunderstorm. If the only thing bothering me about this year's riding has been wet feet, then I really should shut up and cease my grumbling. A lot of folk have a lot more to worry about.

Ride safely

Frank Westworth
Frank@realclassic.net

CONTACT US!

By post: 
By email:
TP@RealClassic.net
Online:
www.RealClassic.co.uk



THE NEXT ISSUE (RC139) WILL
BE PUBLISHED ON NOVEMBER
2nd, AND SHOULD REACH UK
SUBSCRIBERS BY NOVEMBER 6th

Spirit of ADVENTURE

***A bike to go anywhere, to do anything. A noble goal pursued by all manufacturers.
Frank Westworth rides one of Triumph's more interesting efforts***

Photos by Chris Spaett, Frank Westworth

Do you ever wonder how your own careful choice of motorcycle compares with the model produced by the same factory immediately after it? Do you in fact choose the bike you ride? Or do you instead prefer to let the bike choose

you? You know what I mean ... I hope. I do both. There are some bikes I am always actively looking for (rigid AJS 500 single, in case you were wondering – I've given up looking for an affordable T160!), and others which just turn up unexpectedly (a small-block Moto Guzzi which you'll

see in these pages soon enough). One of the former, looked-for, machines was a Triumph 500, a T100C. I'd always wanted one, the later the better, but hadn't seen one for ages until – of course – one appeared. It's been in The Shed for about a decade now.





The T100C was succeeded in the Triumph range – after some confusion – by the TR5T, either called the Trophy Trail or the Adventurer ... and possibly a lot of other things too, depending on whether the original buyer thought he was buying a fire-breathing motorway cruiser or a

competent soft-road machine. They're rare in the UK... rewind. They used to be rare in the UK. This is because the very great majority of them were sold far away in the USA, where there was apparently a greater demand for this kind of machine. In the UK at the time, Triumph 500 sales were centred around the Daytona, a rather more conventional kind of Triumph, and which remained notionally in production at the same time as the Trophy Trail. The more direct equivalent of the T100R Daytona, the T100C, ceased production in August 1972, while production of the TR5T began in November of that year and continued for almost exactly a year. And the two machines are very different.

Let's introduce a myth here. I like myths. This myth reveals that the TR5T is simply a mix'n'match of a Triumph 500 engine slotted into a bicycle taken from the oily-frame singles. And like most myths, it's true to a point. The engine is a Triumph, quite like that in the T100C, but fitting it into this frame required several unique parts, mostly around the rockerboxes. The frame ... well it's very close to that used on the 250 and 500 singles built and badged as both BSA and Triumph,

but it's not exactly the same. Building your own TR5T from a blown up 250 single and a crashed 500 twin is not entirely easy. Possible ... but most things are.

As well as many miles aboard our own T100C, I've been lucky enough to ride a few TR5T machines, all of them mostly standard, and all of them a little too compromised as a result for me to actually be tempted to extract those pics of Her Majesty from the bank account and add one to The Shed collection. The reasons for that lack of inspiration are two-fold. Firstly and most importantly, the standard overall gearing on the TR5T is far too low for anything other than gentle pottering. Several owners have told me in apparent seriousness that they'll cruise at 70, topping out at around 80mph. Hmmm. I'd not do that. About 50-55 cruising would be my limit. Secondly, the stock front stopper is the smaller conical hub option usually seen on the 'T' versions of the singles (as in B25T and T25T and their bigger brothers in bang), and is gentle. Intentionally gentle, as the TR5T was intended for semi-serious off-road use, not for hooning around on tarmac – the T100R Daytona did that much better. Very much better. ➤



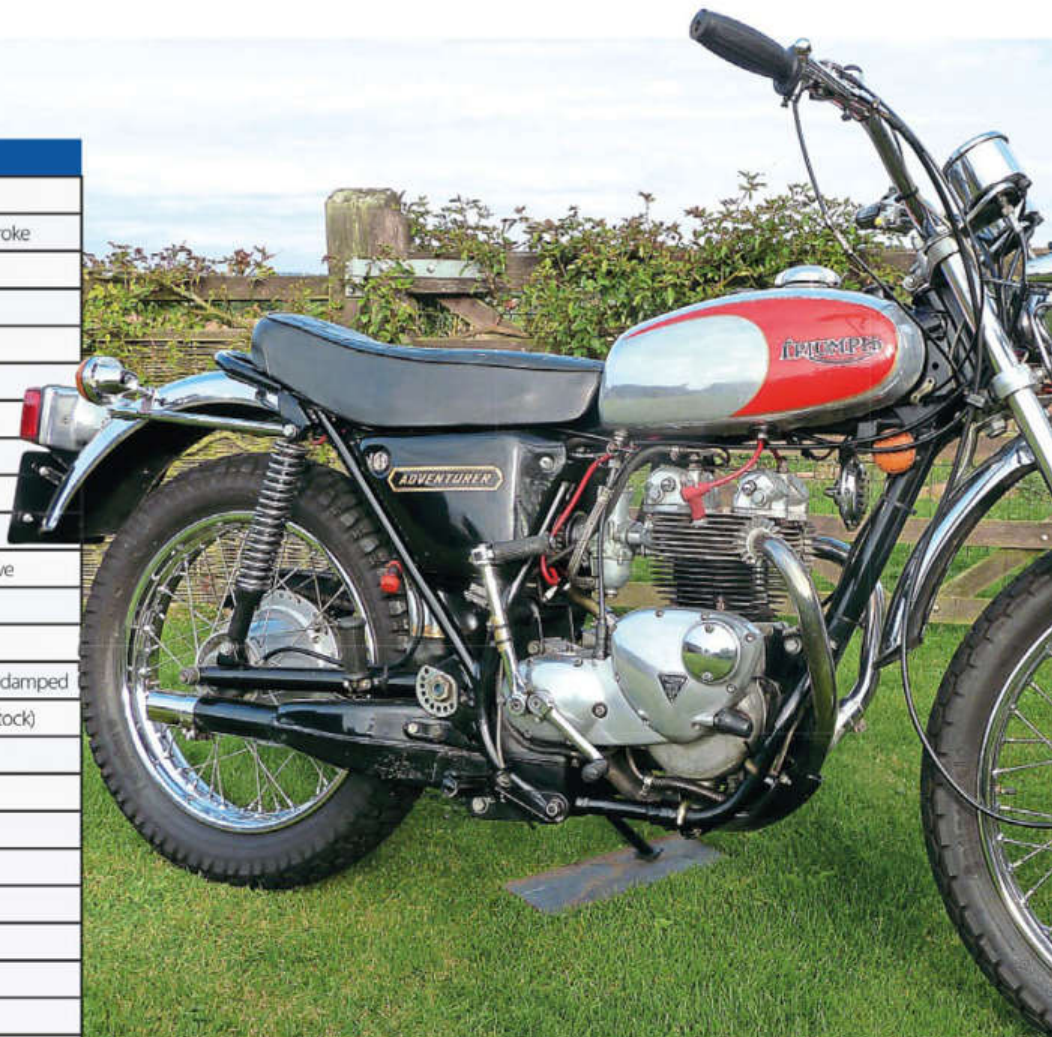
Above: It's a marriage. Like all good marriages, there's a lot of compromise involved

Left: Like most good ideas, the TR5T adventure probably started out with the question 'What about slotting that engine into this frame? Sound good to you?' Or something close

FACT PACK

TRIUMPH TR5T

Built	1973 to 1974
Engine:	Twin cylinder air-cooled ohv 4-stroke
Capacity:	490cc
Bore X Stroke:	69 x 65.5mm
Compression:	9:1
Max Power:	30bhp @ 7000rpm
Carburettor:	26mm Amal 626 concentric
Ignition:	Coil
Generator:	Alternator
Transmission:	4-speed constant mesh
Clutch:	Multi-plate with integral cush drive
Frame:	Single downtube, oil-bearing
Front Suspension:	Tele forks, hydraulically damped
Rear Suspension:	Twin Girling shocks, hydraulically damped
Front Brake:	2ls 8-inch drum (as tested; 6" s/s stock)
Rear Brake:	s/s 7-inch drum
Front Tyre:	3.00 x 21
Rear Tyre:	4.00 x 18
Wheelbase:	54 inches
Seat Height:	32 inches
Ground Clearance:	7.5 inches
Weight:	322lb dry
Price New:	£519 in 1973
Prices Now:	£4500 to £7500



So all was going well. I think our T100C is happy again after the momentary lapse of reasonable behaviour reported in last month's Shed, and all was well again. Then arch-tempter Chris from Venture Classics dangled a TR5T in front of me. A rash and unkind move. Potentially damaging in the walletary department. I saved the family fortunes by reminding myself – and Chris – of the two shortcomings mentioned above. He laughed, distantly. 'Both fixed...' Fateful words. I needed to take a ride.

So. Poised I was, recollections of my last most excellent thrash on the T100C at the front of what passes for a memory, and contemplating a typically over-shiny glitzy machine in the Herefordshire sunshine. Switch on fuel. Two taps, so I used the one on the left, leaving reserve on the right. This makes things easy to remember.

Find ignition key, pretending that I knew where its switch lives. On the T100C that key fits into a switch mounted intelligently enough in the left-hand headlamp bracket. Simple. Easy to reach and obvious. On the oily-frame singles the switch is on the left side of the odd lighting/electrics box below the nose of the fuel tank. Easy to reach and obvious. For no reason at all that I can understand, the TR5T places the ignition

switch behind the rider's right knee, where you can't see it or reach it without some interesting contortions. Turn key. I managed that without assistance, thanks for asking.

The kickstart is where you'd expect it to be, fortunately, and kicking the bike over is almost impossibly easy, mainly down to the small capacity, reasonable 9.0:1 compression ratio and the low first gear. First kick. Really, really easy.

At this point, and if you're not familiar with the model, you will now be wondering where all the noise has gone. The engine's mechanical note is entirely different to that of our T100C; some gentle engine whine from somewhere and almost no mechanical chatter at tickover. Very odd. Very low mileage, at a guess. The real surprise is the exhaust. On the T100C both silencers are high up on the left and completely vocal in a cheery and inoffensive way. On the TR5T, the two pots exhale into a single vast and entirely unattractive silencer box which is mostly – and thankfully – hidden away beneath the engine unit. The single pipe exits just below the rear wheel spindle on the right, and is Honda-quiet. It's almost uncanny at tickover; the engine just burbles in the least Triumph Tigerish manner imaginable,

However, no one apart from a Harley rider

buys a bike because of the way it sounds, allegedly, so I forced myself to an enthusiastic smile and tottered gently along in the driveway, learning how the clutch worked and whether the tickover was reliable. It is poor protocol to either stall a bike in front of its owner or to launch off like a NASA space probe, terrifying pedestrians and upsetting local chickens. Clutch is light and delightful; engine ticks over like a Honda. The bike was in fact competing with the CL range of Hondas, so that could even be deliberate. Clever Triumph if so, because Honda sold an awful lot more middleweight bikes in the USA than Triumph.

Down for first. It pays to remember this. It is similarly poor protocol to pull away in second, grumbling inwardly about the lousy power levels, dismal acceleration, then marvelling at what a long tall gear first is ... just before you shift into RealFirst and give it a good hand of throttle while doing about 30mph in second. Valves do bounce. If you're lucky. If you're luckier still, the owner will not be in earshot.

It still feels low geared – lower than the T100C – despite the bigger rear sprocket, and the first two ratios are closer together. Third and top gears are the same as in the T100C and T100R, so there's a step between second and third. You won't notice it. Well ... I didn't.



Left: It does all hang together, but slotting a wide twin crankcase into a frame intended for a slim single would always perch the engine high up. As it is

Right: The bike Triumph actually wanted to build for the US off-road market was this one. So very close, but never close enough

Below left: Everything low down is tucked in tight, including the footrests, which have no rubbers, relying on a little lip to hold the boot in place

Below right: The rear end uses lots of components which look identical to those on the T25, but are not. The much-maligned silencer tucks out of the way beneath the bike, where it can't do much to improve the ground clearance



Once into the road and away from prying ears, it's possible to build up a decent impression of a bike pretty quickly. It's very comfortable. The seat is almost completely flat, long for a solo, short for two-up; the bars are wide, and the footrests are placed to be stable with the rider standing up in the saddle. To help this (possibly) they don't even have rubbers, just lips at the end to help keep boot on metal. They are also very low. You might expect that they'd be vulnerable to grounding in ... ah ... spirited cornering, but the bike rides high, like a trials machine, and is similarly slender, so it's not an issue. More of a problem for me – I have big feet – was that it was easy to miss the rest completely, which while not dangerous is undignified until you learn where the rests are. Take a look at a pic showing the angle the gear lever works at, and you'll understand the geometry changes involved over the earlier soft-road Tiger.

The engine is a peach, like most single-carb Triumph twins. It's as easy to run with as the older version in the T100C, and in this case is much more quiet, both mechanically and from the exhaust. I've no idea why this should be, but the exhaust sounds flat, almost car-like, a drone rather than a rasp. The sound is completely unobtrusive and surely wouldn't scare the horses if you encountered any. ➤



Someone enjoyed himself then...

And the ride is very good, if completely different to our T100C. I suspect that most of this is down to the fact that our own earlier machine is well worn and so far as we know has never been rebuilt. The TR5T seen here is very well cared for and prepared, and appears to have the original Girling rear suspenders, which matches the BSA / Triumph Group front fork very well. The earlier T100C is more softly sprung, but as a result it's more bouncy, less precise.

And then you're in top gear and hunting for the next. There isn't one. The standard rear sprocket on the TR5T has 53 teeth, a decent increase over the 46 of the T100C, and although this machine has been fitted with a larger sprocket, it still feels busy. That said, it's possibly a perception difference, as the muted gargle from the remote silencer is so different to the blast from the T100C's system that you can hear the engine's mechanical effects rather more. That also said, the engine was remarkably quiet. If the compression hadn't been so sound and the performance so sweet, I might have looked for too-tight valve clearances. In the interests of serious journalism (he says, laughing very loudly indeed) I took the bike to an indicated 70, but although it was still almost reasonably



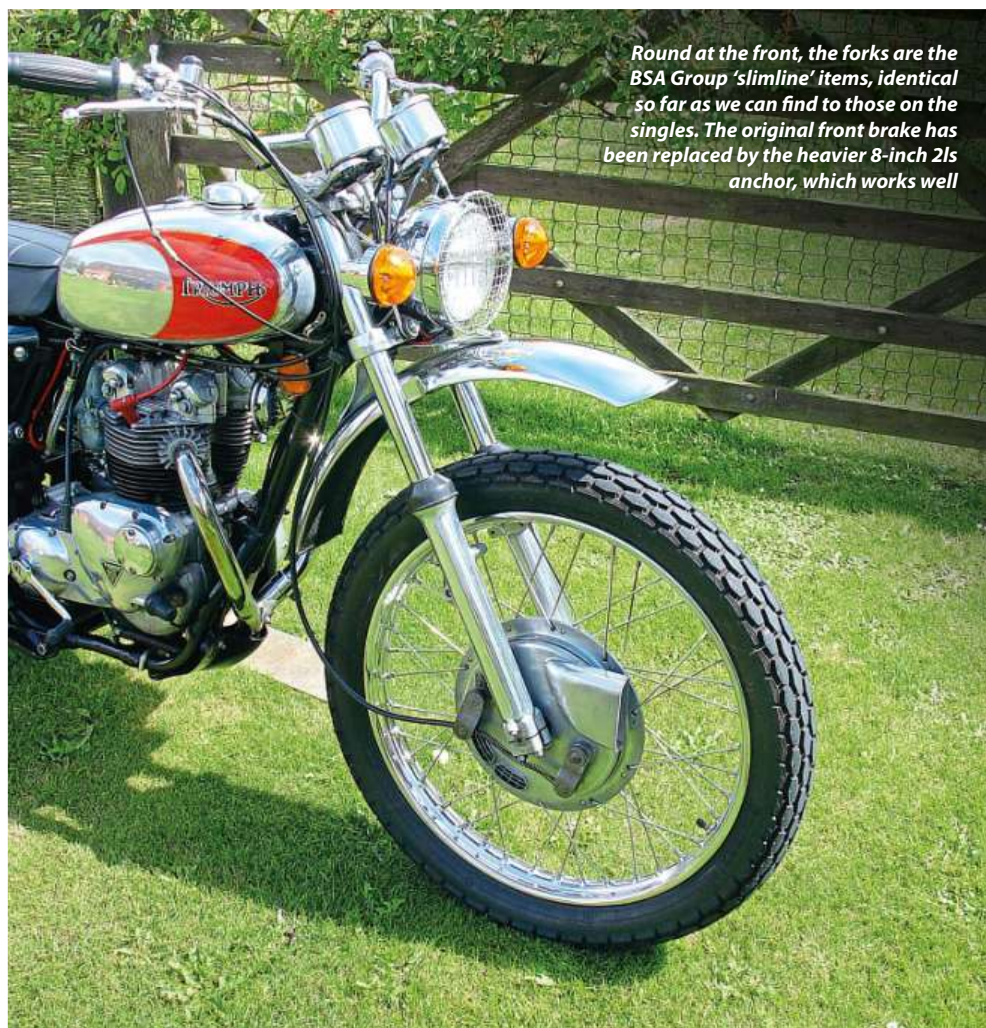
The method of rear chain adjustment is unusual. Rather than slide the wheel backwards in the swinging arm, the entire swinging arm slides backwards. The big cam with the holes in locates the arm. The holes are pegged by a dowel. You can see one in front of the pivot, there are two on each side of the bike

smooth and showed no signs of distress, it felt like too much. An indicated 60mph was a lot sweeter.

But the handling... Ah, the handling. This is a step up from that of the T100C. I'd not go so far as to say that I preferred it, because I'm not sure that I did, but it is very very light, very very quick, and very very precise. You think your route into a corner ... it's there. You look

at your exit point ... it's there. Just like that. Tight S-bends? Perfect. I re-rode one set of bends three or four times simply because it was so entertaining. These bikes won a whole pile of competitions in the USA in 1973, and a British team mounted mainly on TR5Ts and on Triumph-powered Rickmans came second in the ISDT. It's easy to see why. It's far more of an off-roader than the T100C – and is more than 30lb lighter, which is another reason for its agility.

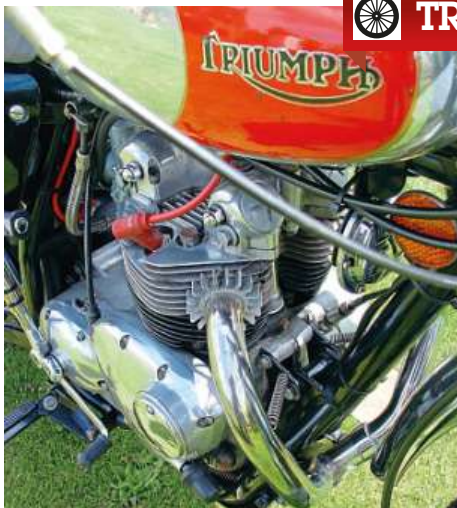
After five or six miles, I was becoming used to the Adventurer. It is extremely easy to like. It's low-speeds quick, it steers with some brilliance, it's very comfortable and it does have brakes. The original front anchor is the 6-inch sls drum effort intended mainly for off-road use. That's not actually a bad brake, it's just not confidence inspiring. It's OK on a 250 weighing in at 287lb, less so on a 500 tipping the scales at 322lb. Happily, BSA being smart in many unappreciated ways, the fork sliders were designed to accept both that 6-inch device and the 8-inch 2ls version of the conical hub which was designed to anchor-up the 750 triples and 650 twins. It may be marginal on the Trident, but it's fine here. Not as progressive nor as sensitive as the earlier 7-inch 2ls fitted to the T100C, but equally powerful. It balances the performance package a lot better than the 6-inch sls original, although if you were intending to ride on loose surfaces rather than tarmac, the smaller brake would be fine. The rear stopper, a 7-inch conical type shared with all the other heavyweights in the BSA and Triumph ranges from 1971 until the rear disc arrived to replace it, is fine. Unremarkable and dependable, which is the way rear brakes tend to be; overshadowed by their more glamorous full-frontal partners.



Round at the front, the forks are the BSA Group 'slimline' items, identical so far as we can find to those on the singles. The original front brake has been replaced by the heavier 8-inch 2ls anchor, which works well



Mounting the engine high in the frame means that the kickstart is high too. Note the pad to stop the inevitable impact of the kicker on the footrest ruining the chrome



One neatly tucked away exhaust. The pipes join into one, which runs inside the bash guard under the engine to the silencer. Look at the way the engine mounts. On the singles the frame was designed for, the crankcase slots between the 'ears' welded to the frame. On TR5T frames, the frame has an extra fitting built in, and the twin engine is retained by plates



Moving back a little, the oil filler on this frame is directly behind the steering head, not below the seat as on the heavier twins. The tank is alloy and a thing of some beauty

This is a machine with a definite identity. It doesn't ride any more like a development of the T100C than it looks like one. If I were feeling unkind, I'd suggest that the bicycle deserves a better engine than this. Not that there's actually anything wrong with the last of the Meriden 500s, not at all. It's just that inevitable comparison with the Japanese opposition. The TR5T's quoted power output is a modest 30bhp. A Honda CB450 of the same year develops 50% more, almost exactly. This Triumph would have been utterly brilliant with 45 horses at the end of the wire. Utterly.

The engine is usually the star of a decent motorcycle, or at least its most prominent feature. That's not the case here – in my humble view at least. The star is the bicycle, the combination of frame, forks, wheels and suspension. Together, these provide a

thoroughly entertaining and rewarding riding package. The engine is good – it actually is, and it does what it does with considerable willingness and not a little character, but I returned the bike with a firm conviction that it needed more Go. It's not slow, not exactly, but it's certainly not fast.

It's perfectly clear to see what Triumph intended with their last 500. It's also worth remembering that had things gone in a different direction the Trophy Trail / Adventurer would have shared brochure room with a developed Daytona, one with a disc front brake and forks similar to those on the Adventurer. That would have balanced the range quite a lot, although nothing would have disguised the fact that Triumph's 500 engine was well down on power to most of the middleweight opposition – and badly ➤



Left: The 'bitty' appearance of the Adventurer might have been deliberate, or it might not. It is certainly far less trad Triumph in its styling than the T100C which preceded it

Above: Pretty slim for a twin, huh?

needed a fifth gear so that cross-country road speeds could be more realistically compared. The 1970s was an age of comparative road testing in the magazines of the day, and it's not easy to see how the Triumph could ever look good on a performance chart compared with Honda, for example. Triumph or their agents were obviously aware of this – try finding official output figures for the engines.

But the bike – this, the TR5T – was and is a cracking machine to ride. The rider simply needs to recognise that it only falls over if compared with more modern contemporary opposition. Which is the problem journalists have with comparison tests, and with offering a personal opinion as a conclusion, rather than simple statistics. But I should offer a conclusion, a comparison if you like between the 1971 T100C and the 1974 TR5T Adventurer. They are so different to ride that I would happily add a TR5T to the stable, and would almost always enjoy riding it. It is actually a highly entertaining and competent motorcycle; interesting engineering and much history. But... would I buy one to replace the T100C?

No. **Rc**



Although Triumph somehow did not advertise the fact, the clocks are from Nippon Denso rather than Smiths and are unique to the model. Equally oddly, the switchgear came from Yamaha...



PLEASE VISIT US ONLINE!

Halcyon
classic Parts

Mark 9 Racing -

MOTORCYCLE GOGGLES!

A selection of over a hundred classic & modern style Motorcycle Goggles

- British Made Halcyon
- Italian Made Nannini
- USA made Bobsters

From
£36.95



THE ULTIMATE BAR END MIRRORS!

Halcyon Bar-end mirrors are the finest quality classic motorcycle mirrors available, made to last a lifetime they are a testament to British engineering.

- Highly Polished Stainless Steel
- Domed swivel action on head
- Spring tensioned ratchet action at base
- New angled sleeve handlebar fitting
- Fits on either side

REDESIGNED TO FIT ALL
7/8 to 1 Inch Bars
(17.5mm-21mm inside Dia)



From
£39.95

- 830 Mirror



Orders are usually dispatched within 2 working days and are sent by Royal Mail recorded delivery, postage charges: Goggles - £3.95 • Bar-End Mirrors - £4.95. Payment made with Visa/Mastercard or by cheque - payable to HDM Ltd. Orders can be placed by post, phone or online. Order online for discounts

TEL: 01992 537546

www.classicpartsltd.com

UNIT 6, HERTFORD TRADING ESTATE, CAXTON HILL, HERTFORD, HERTS SG13 7NE

Copyright © 2006 Halcyon Design and Manufacturing Ltd-All rights reserved

WARCO

WARCO OPEN DAY

FREE ENTRANCE AND PARKING

Saturday 7th November 2015

9am to 2pm

- ▶ Ex-demo & shop soiled machines & tooling at bargain prices
- ▶ Special offers on new machines and tooling
- ▶ Large range of lathes and milling machines, including:



WM 180
variable speed
lathe



WM16
variable speed
milling machine



WM 280 V F
variable speed lathe with
power cross feed



WM240B
belt drive lathe



3 in 1 Formit
machines in a range
of sizes

Warren Machine Tools Ltd, Warco House,
Fisher Lane, Chiddingfold, Surrey GU8 4TD

Tel. 01428 682929 Fax. 01428 685812

E. sales@warco.co.uk W. www.warco.co.uk

the 22nd **Carole Nash classic motorcycle mechanics show**

STAFFORDSHIRE COUNTY SHOWGROUND, ST18 0BD

GATES OPEN SATURDAY 9AM - 6P M
& SUNDAY 9AM - 5PM

OCTOBER 2015 17-18

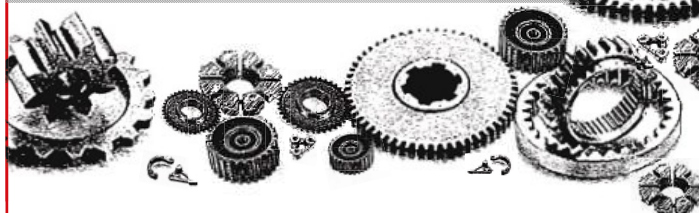
- THOUSANDS OF SPARES, PARTS AND AUTOJUMBLE
- THE WORLD'S LARGEST COLLECTION OF CLASSIC BIKES...
- ...AND THE CHANCE TO SEE (AND HEAR!) THEM IN ACTION!
- A GREAT DAY OUT FOR ALL THE FAMILY
- THE RESTORATION THEATRE WITH TV'S PETE THORNE
- THE WORLD FAMOUS BONHAMS CLASSIC BIKE AUCTION
- PLUS MUCH, MUCH MORE!

ON SALE **ADVANCE**
NOW! TICKETS

ADULTS: £11 OAPS: £10
CHILDREN: £3



MEET JOHN MCGUINNESS
23 times TT winner



CALL 01507 529529 classicbikeshows.com



#2015CBS @CLASSICBIKESHOWS /CLASSICBIKESHOWS



THE AUTUMN STAFFORD SALE

Including The Lonati Collection,
The Gary Ross Collection and The Keeley Collection
Saturday 17 and Sunday 18 October 2015

The Classic Motorcycle Mechanics Show
Sandylands Centre, Staffordshire County Showground

CATALOGUES NOW ONLINE

LONATI COLLECTION
bonhams.com/23333

AUTUMN STAFFORD SALE
bonhams.com/22727

ENQUIRIES

Motorcycles (London)
+44 (0) 20 8963 2817
ukmotorcycles@bonhams.com

CATALOGUE

+44 (0) 1666 502 200
subscriptions@bonhams.com

COMPLIMENTARY AUCTION APPRAISAL

Visit bonhams.com/motorcycles to
submit a complimentary auction appraisal.

from
THE LONATI COLLECTION



1910 PIERCE 688CC FOUR
£60,000 - 80,000



1911 FLYING MERKEL 500CC RACER
£16,000 - 20,000

from
THE GARY ROSS COLLECTION



**1927 BROUGH SUPERIOR 986CC SS100,
'ALPINE GRAND SPORT' PROJECT**
£120,000 - 160,000



**1931 BROUGH SUPERIOR OVERHEAD 680
BLACK ALPINE PROJECT**
£15,000 - 20,000

from
THE KEELEY COLLECTION



C.1925 ZENITH-JAP 6-80
£14,000 - 18,000



1934 BROUGH SUPERIOR 1,096CC 11-50HP
£30,000 - 50,000

from
THE AUTUMN STAFFORD SALE



1934 MATCHLESS 592CC SILVER HAWK
£25,000 - 35,000



The ex-Steve McQueen,
C.1934 INDIAN SPORT SCOUT
£55,000 - 65,000

Bonhams

bonhams.com/motorcycles



1926 AJS 349CC 'BIG PORT'
£7,000 - 10,000



1934 SCOTT 596CC FLYING SQUIRREL
£4,000 - 5,000

THE DECEMBER SALE

Collectors' Motorcycles
and Motor Cars
RAF Museum, Hendon
Thursday 10 December 2015

ENTRIES NOW INVITED

COMPLIMENTARY AUCTION APPRAISAL

Visit bonhams.com/motorcycles to
submit a Complimentary Auction Appraisal.

ENQUIRIES

Motorcycles
+44 (0) 20 8963 2817
ukmotorcycles@bonhams.com

CATALOGUE

+44 (0) 1666 502 200
subscriptions@bonhams.com

Bonhams

bonhams.com/motorcycles

www.bike-aquablasting.co.uk



BEFORE

AFTER

We specialise in cleaning
Bike and Car parts
as well as metal antiques.

We can clean most metal
components and antiques using
aqua blasting to return them to
their original condition.

For all your engine and
carburettor aquablasting &
ultrasonic cleaning requirements

Please contact Ray 0116-286-7845
contact@bike-aquablasting.co.uk

Unit 56, Whittle Est, Cambridge Rd, Whetstone, Leicester, LE8 6LH

Incoming!

RC readers write, rant and rattle on...

SUMMAT TO SAY?

Send your comments, hints, tips, tales of woe and derring-don't to:
RCHQ@RealClassic.net



JOHN BULL RECALLED

The mention of John Bull tyres in the last RealClassic struck a chord. Back in 1970 I purchased an RE Constellation fitted with a John Bull Deep Slip – sorry – Deep Grip rear tyre. Unfortunately, the combination of Constellation torque, greasy winter roads and John Bull technology did not a happy marriage make. As a result, I would like to offer a belated apology to the bus queue in Clapham who I nearly wiped out one dark December morning, and would like to reassure them that solo motorcycles, even Royal Enfields, generally proceed with one wheel in front of the other.

Steve Todd, member 390

Even today, it's possible to purchase utterly awful tyres which don't suit the vehicle. I dare not mention any names but if you google 'dreadful tyres' then you'll find an array of entertaining anecdotes about rubbish rubber. Most of them refer to the cheap 'summer' tyres available for cars and vans, which at first I found reassuring – and then I remembered that the roads are full of cars and vans...

Rowena

IT'S ALL OUR FAULT

I blame RealClassic for this.

My 2008 Royal Enfield Electra X developed very bad wet sumping, fouling the plug and billowing clouds of smoke every time I started it up. After reading articles in your magazine I decided to completely strip the engine. This I did THREE times until I found the fault, which was oil leaking from the timing chest into the crankcase, due to there being no bush in the crankcase half – just bored out aluminium case. On taking advice from various sources, including RE India, I decided to fit an oil seal to the crankcase. I sourced one from a local bearing supplier and had the crankcase half-machined to accept it. This has completely cured the problem, much to the wife's relief!

I hope this is of some use to other owners.

Alan Sidwell, member 8787

Now I'm worried. My Electra X has never done this. Do you think it should? Do you think it will? Should I get Frank to take the engine apart, just in case? Why is he screaming?

Rowena



AGE CONCERNS?

Reading all the letters from aging riders reminded me of the saying; 'You don't stop riding because you get old, you get old because you stop riding!' I'm still riding at a few months before my 80th birthday. I have just sold my BMW R1150RT as it was getting bit too heavy to manoeuvre around, although riding it was no problem. I'm now working my way through my Scotts. When my Birmingham Scott or Prototype Clubman Special become too heavy, then I'll be riding open-frame Scotts. The lightest of those weighs not much over 230lb, so will be easy to push around.

Dave Bushell, member 6734

A man after my own heart: stay in the saddle as long as you feel comfortable, Dave. Oh, and congrats in advance for your big birthday!

Rowena

VAL'S CREATIONS

What's the collective noun for a gaggle of Black Ariels? A Page, perhaps?

Roy Plowman, member 58



A FINE PAIR

I just couldn't wait to show you what I bought with my auntie's inheritance, bless her, although I don't think she would approve. My other half certainly doesn't, he says the new Enfield looks like it's permanently on Viagra. He of course has 'the real thing' which I would say could do with a bit of Viagra. My Bullet has no carburettor and that's a bit scary, as that's the only thing I know how to fix. I've got almost everything you could possibly want from the Hitchcocks' catalogue, including mugs

and badges. A few electrical issues have occurred but all in all I love it. Of course, I still love my Red Hunter, and I think they make perfect stablemates. Looking forward to reading about the Mash.

Charlotte from Porlock, RC member

The Enfield and the Ariel would make a wonderful head-to-head test, Charlotte. Maybe we could drop by some time – when it's not actually lashing with rain...

Rowena



SHED DWELLERS BEWARE

Thanks to Graham and Frank, sheds are very much in focus at the moment. However, I should mention something which might have escaped some shed owners' attention. Offgem decided in 2013 that they would introduce a standing charge on all fuel bills, and their recommendation affects anyone with a separate supply to their shed or garage. While previously only the actual electricity used was charged for, now there's a fixed charge as well.

I have a store building which is a little way from my house where I keep my bikes.

Electricity powers a couple of lights and the burglar alarm. I don't use a lot of power and my bills were not large. However the standing charge will in future increase by electricity bill by around £100 each year.

If anyone is in the same position as me, I would urge them to write to their MP. I wrote to mine and got the usual pat on the head and was told it was good for me!

Harry Ingram

I think ... ahem ... if possible I would hire a competent electrician and disconnect the second meter, using the house's supply instead. That's how The Shed's wired, and the several Sheds before it, too.

Frank W

SHOW SNAPS

I saw these bikes at the Little Gransden Air and Car Show. I thought that the Speed Twin looked as though it had been attached to the chair for a good while, and that both bikes were tidily well kept without being concours. The V-twin special just looked a tad 'Oddie-esque'. I really wanted to find out more about both machines. They looked as though each should have a story attached to them but, sadly, no one was to hand to supply any info.

Andrew Tucker, member 5250

STOPPING THE ROT

Reading Frank's latest struggle with his ready-salted seaside B25 had me reaching for a box of tissues. How could he leave a bike unprotected against Atlantic humidity? I used to paint all shiny bits of a laid-up bike with used engine oil because my garage was more like a cave, built into a hillside, ensuring that the prefab interior walls were always dripping wet. Then recently I discovered ACF 50, an aerosol of clingy solution which is apparently used to preserve exposed equipment on aircraft carriers. Squirt some into the lid, brush it onto wheel rims, crankcases, and all, and you're all sorted until the Spring.

Riding my classic all through a horrible west country winter did not shift the

stuff, it just collected a nice protective film of road filth on top, which was instantly removable with the wipe of a rag or hot soapy water. I enjoyed riding a filthy bike through the cold wet months, with the knowledge that a lovely shiny beautiful swan lurked just beneath the surface.

Bob Murdoch, member

We've tried several anti-corrosion sprays and agree that ACF 50 is one of the most effective (Search for David Angel's excellent F2 Motorcycles blog to see his test results comparing different treatments). The sad thing was that the B25 was put into storage a very long time ago, in an entirely different shed with different climatic conditions – before sprays like ACF 50 were widely available. After moving, we didn't think to investigate it until now. With the results you can see as Frank's latest rebuild unfolds...

Rowena



SPORTSTERING LIVES

I was very pleased to see Frank's piece on the H-D Sportster in RC137 because I have one. I owned a Royal Enfield KX1140 sidevalve twin for some 25 years, using it for day to day use until reluctantly selling it some fifteen years ago. It gave me more pleasure than any other bike I've ever ridden. So six years ago I had the hankering to get something similar, until I realised what had happened to the prices of such things in the intervening years!

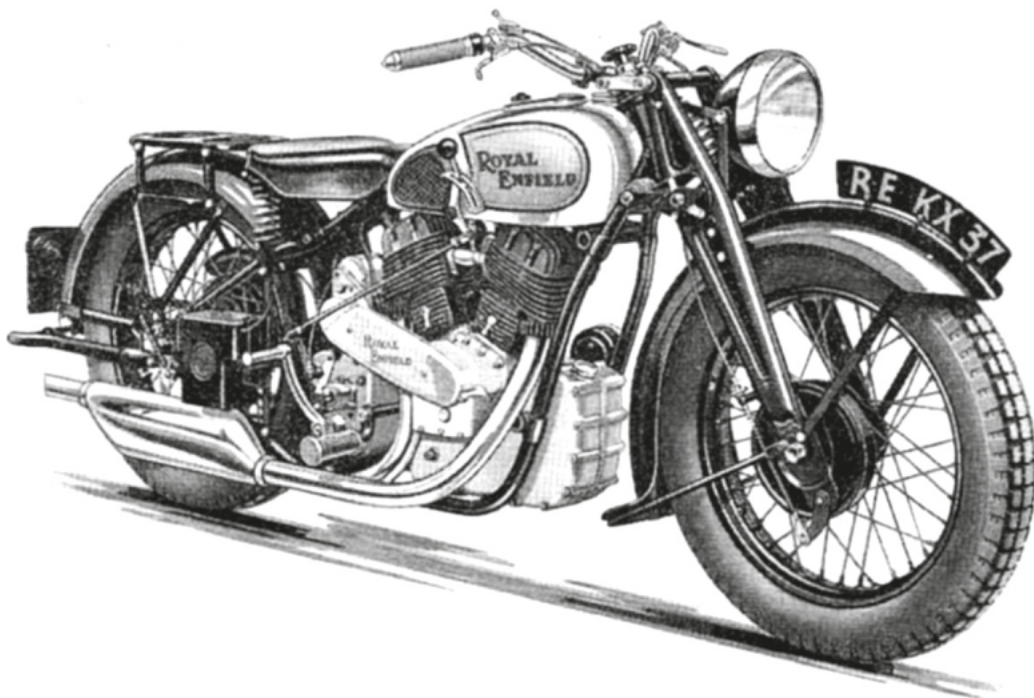
I bought the nearest modern machine to it that I could find, an 883cc H-D Sportster. I haven't been disappointed – same seating position, engine configuration, exhaust note, rigid feeling ride, low speed torque, plus a starter motor but not much more in the way of performance. If anyone wonders what it is like to ride a large capacity pre-war V-twin, that's the answer.

My Sportster's also a bit special in that it's a 2004 model, the year the rubber mounted motor was introduced, but before fuel injectors came along. So there's no re-mapping hassle if you want to play around with the exhaust or fuel settings. I think that one of the reasons the previous owner sold it to me was its continual spitting back at low throttle, even when hot. It was running very weak, presumably to comply with US emission regulations, because the mixture screw in the carburettor was sealed over with a lead plug to stop any adjustment. With it drilled out and a bit of tweaking, running was transformed.

Frank is right about the comments which the Sportster provokes. They were annoying to begin with but now just cause amusement. My previous next door neighbour remarked that Sportsters are completely useless because 'they've got silly little headlights and only five gears...'

The next time he passed on some of his wisdom was when I was about to go for a run on my G3L after a bit of a lay-up. I was following the usual procedure (tickle, kick with clutch pulled to free the plates, two kicks with exhaust valve open, feel for compression, ease over it about 20 degrees). I had returned the kickstart to its resting position and was about to give a good shove when I realised he had been watching over the fence. 'If you can't start it, then you're too old to ride it,' he opined. Giving him what I hoped was my best withering look, I kicked. It started! Sometimes silent prayers are answered.

Greg Powell, RC member



I don't blame Frank at all for getting the H-D. Really like the look of them and the spec is very attractive; air-cooled twin, ohv two-valve (aren't they hydraulic tappets too?), belt final drive. I'll bet they're pretty rugged, too. Very tempted to test drive one but afraid it would end up in a trip to the bank manager and some brownie point winning to do for the Better Half. The only thing that might put me off is the strange, disparaging opinion some people have for Harleys and their keepers. Still I'm old enough to know I really shouldn't worry about what anybody thinks!

Alan Williams, member 599

Thank you for the excellent article on the Harley sportster, I really enjoyed reading it. I like to see the odd write-up of a modern classic-type bike in your magazine. When I bought my 2009 Harley 1200 custom Sportster a year ago, I had a slight feeling of disloyalty to the classic bike world and maybe the bike world in general. A Harley for goodness sake. I've found riding it makes me feel the same thrill and excitement that I had when at 16 years old I first started riding bikes on the road, and I'm 62 now.

It has enough manageable power to excite when required or it's just as happy thumping along. It sounds and feels great,

some vibration but not too much. It does have louder silencers (not too loud) because as I've never owned a Harley I wanted it to sound like one. Yes, it's got chrome but it's mostly black, I don't think it's too over the top. The thing with Harleys is that you can make it yours by fitting an endless choice of aftermarket parts without it affecting the re-sale price by losing originality. I fitted higher handlebars, a seat that is more comfortable, Hagon shocks and the already mentioned pipes.

I also own a 1947 AJS Model 16 which I enjoy thumping around the local lanes on and I wouldn't part with it. I recently sold my 1954 BSA Golden Flash which I had previously rebuilt, nut and bolt, as I no longer felt entirely confident on it. I couldn't get my feet firmly to the ground, the brakes were poor for modern riding conditions, the front forks seemed to dive excessively on applying the front brake and vibration was bad at anything over 55mph. Maybe these things could have been improved with modern upgrades but it was very standard and I didn't want to change that. I also own a Yamaha Virago 535. There's nothing wrong with it at all, it's a nice bike and I've done many reliable miles on it. But the Virago has no soul ... so that's why I thought I would try the Harley. I've not been disappointed at all. It puts a grin on my face.

Martin Pike, member 137

A PENGUIN IN A SPARROW'S NEST

Motorcycles, love, racing, passion, cheating death – and an overwhelming belief in flying penguins...

If you love motorcycles, and believe that anyone can achieve anything if they try hard enough, this is the one book you should read this year

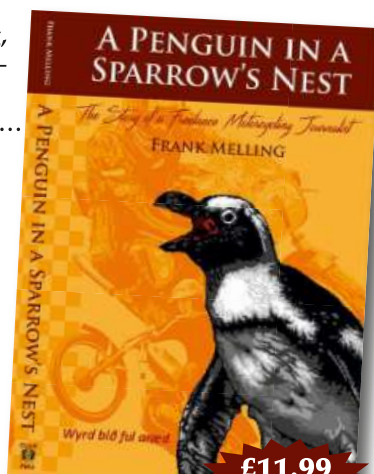
"A Penguin in a Sparrow's Nest" is the fascinating story of Frank's early life. It is warm, funny and informative - and told by a master story teller. I could not put it down."

Jim Redman MBE - Six Times World Champion

"I've known Frank for a very long time and learnt long ago never to be surprised by what he took on, but he caught me on the back foot with this book. It's brilliant!"

Malc Wheeler - Editor, Classic Racer

On sale at Stafford, 17th-18th October, on the Classic Motorcycle Mechanics Stand in The Main Hall for your signed copy



**£11.99
post free**

Available now from
www.frankmelling.com

Why do I want agreed value?¹ Because it's worth it!



Carole Nash, a name you can trust
0800 231 5068

Six Wheel | Multi-Bike | Off Road | Custom | Future Classic | Classic | Vintage

carolenash.com

f /insidebikes @insidebikes



CAROLE NASH
30TH BIRTHDAY
The care it deserves

96% reevoov of customers
Based on reviews from January 2015 - June 2015 would recommend
Carole Nash

defaqto 2013	defaqto 2014	defaqto 2015
★★★★★ MOTORBIKE INSURANCE	★★★★★ MOTORBIKE INSURANCE	★★★★★ MOTORBIKE INSURANCE

UK opening hours: Mon-Fri 8am-8pm, Sat 9am-5pm, Sun 10am-4pm.

¹ Subject to satisfying underwriting conditions. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.

0116 2600 070 www.FEELGOODUK.net



STANDARD FOLDING BIKE COVER or TRIKE COVER

Dog Kennels / Chicken Coops / Rabbit Hutches / Polytunnels & More



0116 2600 070 www.FEELGOODUK.net

THE LAW'S LONG ARM

I read the anecdotes in RC136 about the police at Hindlip, and then Roger Slater's follow up in RC137. It reminded me of this incident in 1963. My parents lived less than a mile from Hindlip. I was 15 and mad about motorcycles. The local bypass was being built to provide a dual-carriageway link to Kidderminster. As a result, the road between my home and Fernhill Heath was temporarily closed to all traffic.

My older mate Ian Clough had a BSA C15 which was running roughly. I checked out the carb and found it contained debris and the wrong main jet. So I cleaned and replaced bits and thought I would try it out along the closed road. All was well and it was running smoothly – until the moment it died on me. This was

near the site office of the bypass workforce, very close to the police headquarters.

While pondering what the problem might be (I'd forgotten to turn on the petrol!), out from the offices appeared a young PC, equipped with pushbike and cycle-clips around his trouser legs. He asked me if I was all right, I mumbled 'Yes'. He then pointed out that the L plate should be displayed flat, and not wrapped around the fork leg – and while he was at it, could he see my provisional licence?

So I was forced to come clean and explain myself. He tut-tutted, wrote down my name and address, and said he would be round to speak to my father that evening. After he'd gone I rode back home to admit my 'crime' to my dad. He was quite upset, to the point where he actually swore, which upset him even more as this was 'the first time he'd ever

sworn under his own roof'.

The constable did indeed visit and his senior officer decided that Ian and I would have to go to court for our sins. We ended up pleading guilty, paying the costs of the court and were warned that any other offences would have serious consequences. As I result I had a criminal record. There is one plus to this: I was never called up for jury service!

Bill Pitt, member 6710

Good grief, that seems a bit strong. I know we complain about how standards have slipped these days, but being in possession of a broken-down C15 on a closed road hardly seems criminal. Now, if you'd been riding a Golden Flash flat-out along the unopened new bypass, I could understand that the scuffers would have been unamused...

Rowena

RIDE OR RESTORE?

I have a real classic. It's a Moto Guzzi Strada 1000 which I bought new in early 1995. They don't make them like that anymore. After covering 125,000 miles in a little over 12 years, the big ends started to rumble, so I replaced the big-end shells (which can be done without removing the engine from the

bike) and also the piston rings.

With the motor rejuvenated I continued riding it, but after another 6000 miles or so I realised that it felt really rather tired, just like riding an old, unrestored British bike. Even so, the slow, steady, but off-beat tickover remains a delight to listen to.



I still have all the original parts for it (including the rusted silencers), so I could put it back to absolutely original condition apart from the wear and tear. In fact, you could describe its condition as 'ripe for restoration'.

John Blackburn, member 11,656

BUY IT NOW?

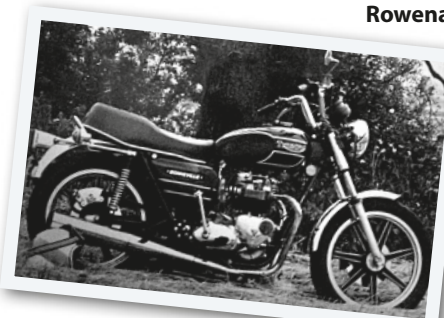
Looking at the old road-test pic of the T140 in RC137 made me dig out these which I took in about 1979 or '80. This is the T140E which made me feel all manly when I ground a hole in the exhaust over just a few days. Triumph were fitting these ugly but emission-friendly cans for a while and must have replaced loads on their press fleet. From memory, my hole was further forward so perhaps some attempt at realignment had been made.

I really liked the bike and admit to a slight hankering...

Simon Grey, RC member

If the hankerings overcome you, now is definitely the time of year to buy. A couple of 'winter project' T140s have already popped up on eBay at around £2k. Not that I'm trying to encourage you or anything...

Rowena



SERVICE STAR

Fitted new NJB shocks to my Commando. Them being slightly longer and less saggy than the originals, I found my combination of light weight and short legs meant my contact with the ground was, well, a bit tentative. Dropped an email to NJB who, with no fuss, offered to shorten them. Sent the shocks off and got them back within a few days – at no charge. Take a bow, Norman Blakemore.

Martin Peacock, member 453

Indeed. NJB supply almost all the suspenders I use when I rebuild a bike. The only things they've not been able to offer are the clevis types used on pre-65 AMC machines. I second your recommendation!

Frank W



LAVERDA OWNERS' CLUB



See the
famous
Laverda V6
on our
Stafford
Show
Stand

- MAGAZINE • FORUM •
- ADVICE • ARCHIVES •
- EVENTS •

To join email:
membership@iloc.co.uk
Or visit www.iloc.co.uk

Our kit modules provide
all the major parts and
instructions required to
transform your donor
bike into a stunning old
school café racer

CRK
CAFE RACER KITS



SEE US
AT
STAFFORD,
MAIN HALL,
M35

New for 2015
Triumph
900 Kit



Visit our website to find out a lot more about how you can
build your own CRK Cafe Racer & to order securely online.
We ship worldwide to your door.

www.caferacerkits.co.uk

**WIN YOUR
BIKING YEAR!**
GET A QUOTE TO BE ENTERED
INTO OUR PRIZE DRAW!

Included with your bike policy

New Carole Nash

rider
cover

WE cover your mate's bike when
YOU ride it - FREE of charge on us!*

Carole Nash, a name you can trust
0800 231 5068

- ✓ Low excess only £50
- ✓ Free agreed value^^
- ✓ UK & European breakdown and accident recovery, including Homestart assistance worth over £100
- ✓ Up to £100,000 legal expenses cover in the event of an accident which is not your fault
- ✓ RIDER COVER** - FREE accidental damage cover when riding other bikes
- ✓ FREE DNA+ protection system worth £30^



CAROLE NASH
30TH BIRTHDAY
The care it deserves

96% reevoo of customers
Based on reviews from January 2015 - June 2015 would recommend
Carole Nash

default 2013	default 2014	default 2015
★★★★★ MOTORBIKE INSURANCE	★★★★★ MOTORBIKE INSURANCE	★★★★★ MOTORBIKE INSURANCE

Opening hours: Mon - Fri 8am - 8pm, Sat 9am - 5pm, Sun 10am - 4pm. *Terms and conditions apply, visit carolenash.com/bike-giveaway-terms-and-conditions. On Modern, Classic or Six Wheel quotes. ^^DNA+ protection system, terms and conditions apply - carolenash.com/dna-terms-and-conditions. **Rider Cover: Both bikes must have comprehensive cover, terms and conditions apply - carolenash.com/rider-terms-and-conditions. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.

TERRIBLE SLURS AGAINST TRIDENT SHOCK HORROR

I have to make a comment about Rowena's remarks on T160s in last month's subscriber newsletter. I am a long-standing T160 owner of over 18 years. I also had another back in 1978 until 1988 which was only sold because I was emigrating, so I do have some experience of this bike. The T160 does have some issues and shortfalls, some of which should have been addressed back in 1975 when it was first introduced.

The brakes, for example. These should have been upgraded to twin discs back then. They were a bit wooden, but at least they worked better than the Japanese opposition – especially in the rain. This I know as a fact, having ridden a selection of Japanese bikes at the time with their nice shiny stainless steel discs which didn't work in the rain.

The Trident electrics were OK-ish, mostly, when first introduced but perhaps NVT should have fitted Lucas Rita units or offered electronic ignition as an option. My original T160 back in 1978 (when it was two years old) started, ran and stopped well. Points were fiddly, yes, but they rarely gave me a problem. A later fitment of a Lucas Rita system did give

me problems though!!)

So yes, the Trident was never perfect, but the original bike as built was a good bike and did what it was supposed to do. Upgrades might make it better if you want to use one every day in modern traffic, but not that much better in my opinion.

I have to take issue with Rowena about the seat, though. My current bike was fitted with a new old stock seat back in 1996 or so, and I've never found it to be particularly uncomfortable. True, I'm no long distance tourer, but I have ridden it several times where I've been in the saddle for several hours at a time, and I've never felt uncomfortable. I find it just about right for me. In addition, I can stop and put both feet down on the floor so the seat height is perfect for me. I'm 5'9" with a 30" inside leg and weigh around 12 stone, about average. I've been to the IOM a few times on it too, and have spent hours and hours riding around for the Grand Prix fortnight, and not once did I feel the need to buy a new seat or alter it. For me, it's just right.

By comparison, the most uncomfortable bike I've ever owned was a Honda NTV 650. These

bikes were loved by despatch riders because of their long legs and shaft drive, but for me it was awful. The seat looked nice but was terrible after only 30 minutes. My feet were way too high which forced my knees to be too bent. One day I went on a 60 mile ride and I was so glad to get off the bike. The ride home was almost agony for me; I had to stop 20 miles from home to have a walk about. Another was a BMW Funduro. Again, the seat looked good, but after an hour I was glad to get off it. So please, no more Trident bashing. T160 seats aren't that bad; many other modern bikes are far worse.

Keep up the good work.

Bill Roberts, member 870

I rode several decently long trips on my own old T160, the only bike I've had which could drink engine oil at 30 miles per pint. The original seat was so uncomfortable that it was unbearable on motorways – which is of course a perfectly valid reason for avoiding motorways. However, needs must ... I was once spotted by a reader riding up the M5 near Bristol and standing on the rests to ease the ache. I must get another T160 at once!

Frank W

OILY FRAME FIX

As Frank is working on his new project, the B25SS, I thought he might be interested in my modification to the bad design of the oil-in-frame lubrication system. As can be seen in one of his workshop photos, the oil feed from the oil filter back to the frame comes in just above the front of the engine. This basically leaves the majority of the oil unused and only the oil in the frames' down tube goes to the engine.

My B25SS has a B40 engine installed, and I've

split 50/50 the return feed to the frame with some going via the drain plug and the rest along the original run. This means all the oil is utilised, which should assist in the engine running somewhat cooler. You'll notice from the photo that I too have 'bird's nest electrics'!

RC is a superb magazine and I love the humour.

Dave Oickle, RC member

Food for thought, Dave.

Food for thought.

Frank W



THE PERILS OF HOME MAINTENANCE

A friend of mine runs a late 2004 Triumph Bonneville Sport, on which he does his own maintenance. At 40,000 miles he reported the need to change at least one carburettor-to-head rubber pipe. These split so often, almost regularly, that he makes a point of having a good supply of replacement units in his garage. I'm a good few years older than my friend, which enabled me to ask why Triumph didn't supply threaded holes in the cylinder head to which a fitter could have bolted a carburettor (or carburettors or fuel injection units)? presumably a question of expense and needing skilled fitters on the production line.

As part of the service, my friend was about to change the fork oil – not for the first time, having covered 40k miles. Apparently the forks aren't fitted with something convenient like small bolts sealing off drain holes. Again, providing threaded holes is too much for Triumph. So the forks have to be taken off the bike and turned upside down to get the old oil out – brilliant!

Perhaps the engineers at the factory thought no single owner would get as far as 40,000 miles or that dealers would deal with these service issues. My friend went on to say that at its MoT, there was an advisory about steering head bearings. On stripping down, it was found that the head bearings were taper roller, and worn out at 40,000 miles. Perhaps if Triumph had drilled and tapped a couple of holes in the headstock and fitted grease nipples, then the bearings could have been made ever-lasting...

Naturally, there is no centrestand fitted to this Triumph. So how the exposed rear chain is kept lubricated is another gasp-inducing thought.

Looking back, the carburettors on my BMW R65 were mounted on rubber stub-pipes. Yet in all the years and miles it served me, not a single rubber split. Perhaps I was fortunate.

David Bullivant, member 1638

Progress is progress, David. Where would we be without it?

Frank W



Don't ride through the winter? Use a Vac Bag to keep your bike like new. LIVE MORE - WORRY LESS!

**NO RUST NO DUST
NO CORROSION**



Bag can be used over and over again!
STANDARD KIT £36.95 • JUMBO KIT £39.95

Order SECURELY online at www.vac-bag.co.uk

Phone 08443 303013
Email: sales@vac-bag.co.uk

Cheffins

CAMBRIDGE VINTAGE SALE

THE SALEGROUND, SUTTON, NR ELY, CAMBS, CB6 2QT

Auction sale of vintage & classic motorcycles,
cars, steam engines, commercials & tractors



To include motorcycle spares of all periods, literature, and related material, another consignment from the Mick Walker Archive, petrol pump globes, enamel signs, models etc etc

i-bidder.com

Saturday 17th October 2015

Catalogues available via cheffins.co.uk or at £12 from the auctioneers two weeks prior

SALES AND VALUATIONS UNDERTAKEN NATIONWIDE

01223 213777 • vintage@cheffins.co.uk

INTERNATIONAL DIRT BIKE SHOW 2015

29 OCT - 1 NOV
STONELEIGH PARK
WARWICKSHIRE CV8 2LZ

HONDA, HUSQVARNA, KAWASAKI, KTM,
SUZUKI, YAMAHA, BETA, BULTACO,
MECTECNO, RIEJU AND SHERCO

- ◊ All the latest 2016 models on display
- ◊ Thrilling race action
- ◊ Extreme Trials Arena
- ◊ Have a go activities for the whole family

**ADVANCE TICKETS
ON SALE NOW!**

- Adult, Senior and child advance tickets starting from £8
- Family advance ticket starting from £24
- Under 10s go FREE

Ticket hotline: 01507 529529
Trade: 01507 529594

**EUROPE'S LARGEST
OFF-ROAD EVENT**



WWW.DIRTBIKESHOW.CO.UK

Inspired by

OGR1





It takes expertise and enterprise to attempt to improve Mr Vincent's big V-twin. Colin Sparrow explains how one owner set about building the ultimate café racer...

Photos by Colin Sparrow, Paul Sparrow,
Tony Sparrow and Roy Martin



When his DMW appeared in RC back in 2009, lifetime motorcycle enthusiast and skilled restorer Roy Martin had just started collecting parts for a Vincent special. Roy is a fan of Paul Sample's anti-hero biking cartoon character 'Ogri' whose favourite mount, of course, is a café-racer styled Vincent special. Roy's idea was to build such a special as an Ogri tribute.

A great fan of Vincent's gutsy 998cc V-twin engine, Roy is the proud owner of a

1951 Series C Rapide, which is his preferred daily ride – he doesn't possess a modern motorcycle. Naturally modifications have been made to improve the machine's suitability for everyday use, the most apparent being the hydraulically-operated twin-disc front brake ingeniously fitted into the Girdraulic fork.

Of course Roy loves riding his bike (who wouldn't enjoy a big Vin?) but, being an inveterate modifier and no respecter of sacred cows, he thought he could improve

on the original concept. In particular he considers the Rapide to be a bit of a cosmetic nightmare, with a generally untidy appearance with fussy forks and rear suspension, a gap under the seat, and pipes and cables everywhere. Any motorcycle is entitled to sit comfortably in its own era and, as a basically 1937 design, the Vincent happily does that. When I began motorcycling in the 1960s, I misguidedly thought that Vincents had started to look a bit dated. Roy obviously sees it the same way. ➤

Considered by some to be the ultimate British special, the NorVin certainly stands out



Below: Neat rearset linkages operate the foot controls, while the rear hub duties are handled by a Triumph-style conical hub assembly

Owner Roy Martin has built the bike of his dreams. Well, nearly. There's still one or two things he wouldn't mind fettling...



Right: A BSA group 21s front drum attempts to haul down the available speed, while the forks are the competent Norton Roadholders

So when he started planning his special, Roy's objective was to achieve a 'clean' looking machine, maybe even something that Vincent themselves might have produced had the company survived beyond 1955. Certainly a frame with swinging arm rear suspension and telescopic forks was needed, and an effort made to tidy the engine installation and ancillaries.

The Vincent V-twin has found its way into a good many specials and other applications over the years, so there was plenty of inspiration. Roy's first step was to acquire the basis of a Vincent engine. These days, if your wallet is sufficiently deep it is possible to buy all the parts to assemble a brand new Vincent engine. The NorVin Centre in Essex is reasonably local to Roy. They were able to supply all the components needed to build up a complete unit.

Then a decision had to be made about the choice of frame to use. Roy considered



a genuine Egli or a replica, but concluded that with those the engine sits rather too high in the frame to achieve the look he wanted. He next turned to that special-builder's favourite, the featherbed Norton. This solution appealed to Roy because Ogri's Vincent special is often drawn as a NorVin, and of course such a special would have been possible back in the Sixties. It also appealed because there just happened to be a wideline featherbed frame and a set of Roadholder forks tucked away somewhere at the back of the shed. So a NorVin it would be.

There are a fair number of Norton Vincent specials about, so many of the difficulties and pitfalls have already been identified and solved. Roy knew that the Vincent engine and gearbox package has to be tipped forward slightly to get it into an unmodified featherbed. That solution didn't appeal; he wanted the unit to sit level in the frame. Things can be eased by the removal of lugs from the back of the gearbox, but Roy didn't really want to vandalise his power unit. He could have gone the whole hog and cut the entire gearbox off the back of the engine and used a separate one from another





Left: A modernised ancient; the view from above demonstrates the slender charm of the beast

Above: The quality of the build is staggering. The Norton frame has been extended by over three inches to better suit the engine, and at the same time it was widened to allow a wider swinging arm and a wider rear tyre

Right: Attention to detail abounds. Black crankcases and barrels with polished edges to the fins are set off perfectly by the polished alloy of the primary chaincase cover



manufacturer. Unfortunately that approach creates more problems than it solves, because the primary drive has to be re-arranged and a chaincase adapted or fabricated. The Vincent primary drive is by triplex chain, so Roy really wanted to use the Vincent clutch. It is designed to run dry, so cannot be used in an oil-bath chaincase. There is also the issue of how to mount and drive the dynamo, which on a Vincent twin sits above the gearbox.

The more Roy contemplated that approach, the more he realised that it would be far simpler to extend the featherbed frame by three inches, so this is what he set about doing. At the same time, the frame was opened up by one-and-a half inches to accommodate a wider swinging arm, thus allowing room for a modern back tyre. The Roadholder forks were refurbished, extraneous lugs removed, and spacers fitted above the springs to help them cope with the extra weight.

Once the frame alterations were completed, the Vincent cases were offered up and plywood templates made for the engine plates. These were laser-cut in 6mm alloy by a local engineering firm. The project

was then dry-built on the bench to make sure everything fitted in and to identify and remedy any problems of interference or fit.

A nice five-gallon alloy tank was found on eBay and a neat oil tank was fabricated from alloy plate after much careful work making up cardboard templates. Roy was particularly keen to achieve the neatest and

most tucked-in exhaust layout possible, and came up with the novel idea of running the pipes from the two cylinders between the engine plates. Careful work with foam pipe insulation established that that such a layout was possible, so Roy finalised the bends he needed and got them made up by Competition Fabrications in Norfolk. ➤



A digital speedo tells the rider all they need to know, and the various fillers fall readily to hand

The finished exhaust is one of the visual delights of this machine. Both pipes disappear neatly between the engine plates in front of the crankcase, then run back beneath the engine, where they join to emerge as a single pipe which terminates to the left of the wheel spindle. The pictures show just how neat and ingenious the exhaust is. The pipes may look as if they'd be a nightmare to remove or replace, and Roy does admit that the job is like a 'Chinese puzzle', however as with any puzzle if you know how to do it you can. Roy assures me it takes no more than ten minutes to remove or refit them.

After persuading the engine to fit into the frame, and having established that all the ancillaries lined up, it was then time for Roy to turn his attention to assembling the best Vincent engine he could.

The intention all along had been to build the special as a café racer show bike, but with a view to eventually putting it on the road. But so far as the power unit is concerned I reckon Roy got a bit carried away. These days many Vincent tuning and racing parts are available, so the engine was built up pretty much to racing standard.

Into the brand new crankcases went an Alpha crank and flywheels. A pair of Carrillo connecting rods on caged-roller big ends support 9:1 Omega pistons (the standard Shadow compression ratio is 7.3:1). Twin-plug cylinder heads are fitted to improve the flame front travel in the large combustion chambers. Standard-size Vincent valves were fitted – Roy reckons they're quite big enough



Interesting lighting arrangements, too

already – and the ports were gas-flowed and polished. Terry Prince MkIV camshafts (high-lift, racing spec) came all the way from Australia and the cam followers were given a 'Diamond-Like' hard carbon coating.

The standard specification Vincent primary drive, clutch and gearbox fitted used new mainly parts. As Roy puts it, 'the clutch is about the only original Vincent component in the bike'. The machine retains the somewhat dubious Vincent dynamo drive – a sprocket engaging the outside of the centre run of the triplex primary chain.

Carburettors are 32mm Amal Mk1 Concentrics, just 1mm larger than the Black Shadow's standard 1 1/8" Monoblocs. Mk2 Concentrics were considered, but Roy decided they took up too much space and looked wrong.

After the first build, the bike was stripped

back to a bare frame which was then sent away for powder coating. All the right bits were polished or went for chrome plating. Alloy wheel rims were built onto BSA / Triumph conical hubs using heavy-duty stainless steel spokes. The eBay tank responded well to a polish and paint, ready to be set off by a chromed central retaining strap.

Once the frame was back, looking good in its black powder-coating, the meticulous build-up could begin. The first stage was to fit the swinging arm, forks and wheels, followed by the engine and gearbox unit. The ease with which things went together demonstrated the value of the dry build, and soon Roy was looking at a competed special.

Eventually the day came for the NorVin's first start-up. As expected for a new, tight motor, it didn't want to respond on the

The curious Vincent dynamo drive system has been retained, along with some subtle detailing!



The r/h crankcase. Check out the quality of the casting, the width of the joint surfaces and the size of the bearings!



The Alpha crank assembly fitted to into the l/h crankcase half. Some considerable effort has gone into balancing the moving parts



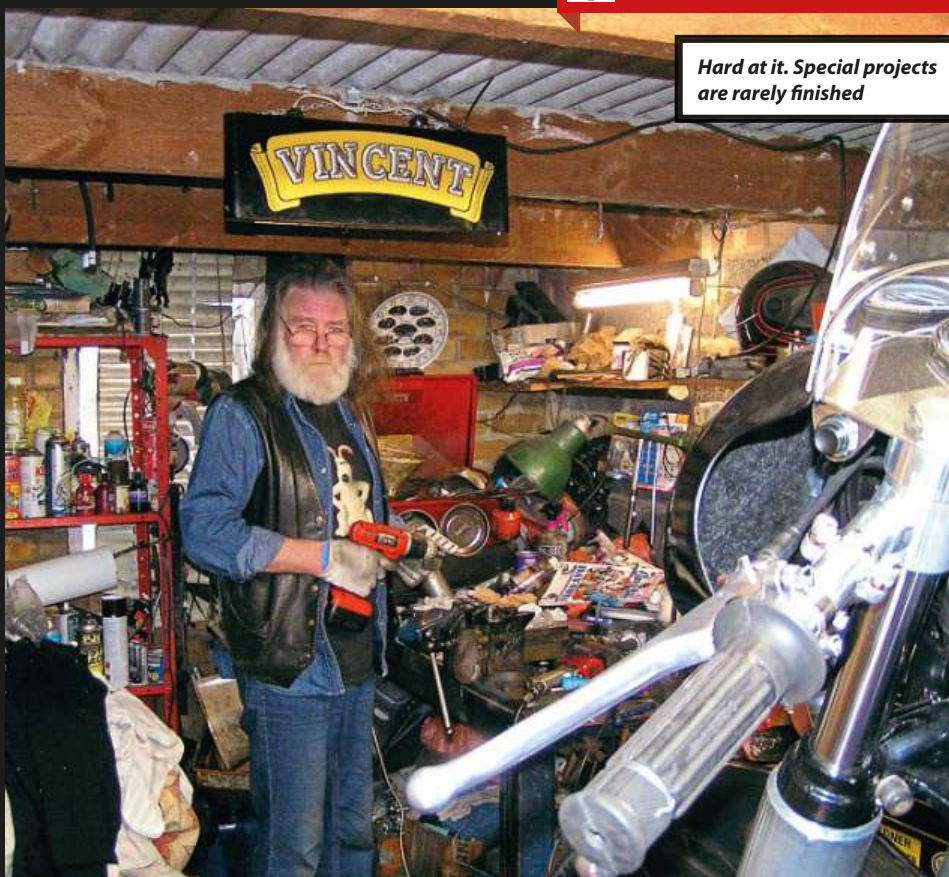
Nice new heads and barrels. The heads are both fitted with twin spark plugs to provide more efficient combustion with modern fuels



A modern BT-H magneto provides modern sparks to ignite modern fuels



The truly remarkable exhaust arrangement. It apparently takes only ten minutes or so to remove!



Hard at it. Special projects are rarely finished

kickstart. A set of rollers were dragged out, a friend's Fiesta was pressed into service to get things turning and the Vincent engine soon burst into life. A brief ride established that everything worked as it should, but the unsilenced exhaust was rattling surrounding windows so the prudent decision was taken to curtail the testing. Roy then fitted a mute into the end of the pipe, which did quieten things a bit; but not much. But it ran – and ran well!

The NorVin made its show debut at the 2014 Copdock Show and Roy was delighted when it won both Best Café Racer and Best British Bike awards. The bike then went to Kempton Park and to Stafford, again attracting a great deal of interest.

For our photos, we took it to parkland surrounding a Thames-side nineteenth century fort. I was dying to have a go, albeit under

restricted circumstances because the bike is not yet road legal. I can say that the riding position is pure café racer with the rear-set footrests and clip-ons dictating a near-racing riding position. Not particularly practical for riding distances, but it felt pretty cool.

Although confined to private ground, we were still determined to start the beast and let it loose. Starting it promised to be a fairly daunting process. A Vincent 1000 with 9:1

compression ratio takes a bit of kicking over. As always there's a procedure. Fuel on and let the BT-H magneto's electronics take care of ignition retardation. Tickle the carbs, open the valve lifter and give a long swinging kick, releasing the lifter halfway down the kickstart stroke. Once the big flywheels are moving it will go over the next compression. Then it catches and bursts into life with an angry crackle from the open, if 'muted', pipe. ➤

SERVICE STARS

NorVin Centre:

John White, 01708 470526

Terry Prince Classic Motorcycles:

Australia, clmotorbikes@esat.net.au

Competition Fabrications:

01953 454573



First dry build up. It's always a good idea to check that everything fits



The eBay fuel tank



Using pipe insulation to work out the exhaust pipe runs was a great idea, and allowed a truly interesting system





Featherbed special trademarks include a suede faced seat and a rubber mounted central oil tank

The racket and the vibration all serve to convince that this is a machine which means business. Pedal up to select first. It goes in with just the suggestion of a clonk and we're off. For a heavy machine with a café racer riding position it actually feels completely tractable and balanced as it pulls away. But we are talking about first gear circles around a car park here; just a frustrating quarter-turn of the twist grip away from the grunt that was waiting at the other end of the wire. But not this time. Riding it properly will have to wait until Roy has got it on the road.

Roy Martin's NorVin certainly is a labour of love. He built it to be his vision of an ultimate Norton Vincent special. As with any special it is still a work in progress. Roy recognises that even twin leading shoe brakes in conical hubs are unlikely to be up to the job, and he's not quite sure if the Roadholders will be up to it either, so he's taking a fresh look at the front end with Ceriani forks and a four leading shoe front brake planned.

And the Ogri tribute aspect? Roy's everyday HJC full-face helmet, sporting Ogri artwork, tells its own story. He is a true fan. He even considered naming the bike 'Armageddon' as a further nod to Paul Sample and Ogri. But the plan now is to go for a straightforward NorVin decal. Anyway, this magnificent creation speaks for itself. **Rc**



Roy's pal Tony lends a hand with a last-minute mod to the propstand before the photoshoot



A rather nervous Colin Sparrow takes the NorVin for a quick spin

**Welding cylinders for
Hobby & Trade users.**
Available in 4 sizes:
2L, 9L, 20L & 50L

RENT FREE refillable WELDING Gas Cylinders

Oxygen, Argon, Nitrogen, Carbon Dioxide,
5% CO2/Argon Mix and 20% CO2/Argon Mix.
Other mixes of gases can be made available
including Helium Balloon Gas, Propane,
Forklift gases **PLUS NEW**
Acetylene Substitute available.

Stop Paying Rental

- Refillable bottles - no disposal costs
- Same fitting as BOC, Air Products & Air Liquide
- Replace the need for disposables
- No bottle rental
- Local Stockists

We can now supply you 2L, 9L, 20L and 50L* cylinders on a rent-free basis.
Simply pay a one off bottle deposit and then just pay for the gas refills as you go.

Ideal for customers who want to be able to do a professional job, but do not want the
expense of monthly bottle rental on cylinders that are not fully in use.

T: 0800 612 5469

www.adamsgas.co.uk

Call or go online to find your nearest stockist

* subject to availability



BEDEC

BARN PAINT

IDEAL FOR YOUR WORKSHOP

THE SAFE ALTERNATIVE TO TAR VARNISH, BITUMEN AND CREOSOTE

- INTERIOR AND EXTERIOR
- NO PRIMER OR UNDERCOAT REQUIRED
- USE ON WOOD, MDF, METALS, PLASTICS, PLASTER, UPVC
- GLOSS, MATT AND SATIN IN VARIOUS COLOURS
- ONE PAINT DOES IT ALL!

AVAILABLE NATIONWIDE
THROUGH TRAVIS PERKINS,
RIDGEONS, BREWER & SONS,
BROMBOROUGH PAINTS,
ERNEST DOE & DULUX
DECORATOR CENTRES.
KRAMP DEALERS.



TEL 01279 876 657 FAX 01279 876 008

www.bedec.co.uk

email: sales@bedec.co.uk

The VOC Spares Co. Ltd

Celebrating our 40th year supplying Vincent owners
worldwide. "and they said it would never last!"

All the company directors are all owners and
club members, with many years experience on
all models. Access to the technical recourses of
the Vincent Owners Club. Internet web-shop.
Mail order worldwide. 50% of sales shipped
overseas. Probably the largest selection of
quality spares and accessories for most models
of Vincent.

Part of our range of books including technical
and 'coffee table' reading.



1955 Black Prince

Full engine rebuild 8K miles
ago, not ridden for many years
but dry stored and started
regularly. Current owner 45
years. All matching.
Side cowls included.

Offers to VOC Spares Co.

1950 'C' Black Shadow - in stock

Matching engine and frame, current owner since 1962



The VOC Spares Co Ltd

Phone - 01536 312220

ian.savage@vincentspares.co.uk

www.vincentspares.co.uk

CJ POWDER COATINGS LTD

As used by RC's Mike Powell

- **EPOXY / POLYESTER
POWDER COATING**
- **PHOSPHATING**
- **SHOT BLASTING**

**QUALITY FRIENDLY SERVICE,
AT THE RIGHT PRICE**

Unit 8, Humberston Business Centre,
Jackson Place, Grimsby, NE Lincs. DN36 4AS

Tel: 01472 211222 Fax: 01472 211333



Mash Roadstar 400 £3,799
Inc VAT + OTR charges

Mash Dirtstar 400 £3,999 Inc VAT
excludes OTR charges



Something for the Weekend...

www.mashmotorcycles.co.uk

North Cornwall Motorcycles

G.P Suzuki

Chas Mann Motorcycles

Bransons Motorcycles

T Northeast Ltd

E.C Bate Ltd

Haywards of Cambridge

Davey Bros Motorcycles

Nightingales Motorcycles

The Motorbike Man

Bude

Grimsby

Birmingham

Yeovil

Horley

Dartford

Cambridge

Ipswich

Rugby

Watford

01288 355 162

01472 354 402

0121 459 7199

01935 474 998

01293 783 229

01322 220 748

01223 276 128

01473 254 488

01788 535 828

01923 255 351

Dealers Nationwide Tel: 01264 889012
sales@mashmotorcycles.co.uk



FATED, BUT FATED

No aspect of the British bike industry was left untouched by WW2. We readily recall the military models, built by the boatload to help win the war. But there's another side to this situation, casualties which disappeared from the lists in 1939, gone for good. AMC launched a remarkable range of innovative motorcycles at exactly the wrong moment, as Rowena Hoseason discovers...

Photos by Kay Eldridge of FocusedImage.com.au, Mortons archive, Andy Tiernan and British Only (Austria)





John Marston's Sunbeam company built handsome, high quality bikes and enjoyed considerable competition success in the golden age of vintage motorcycling. The marque continued to thrive as part of the Nobel Industries consortium in the early 1920s, but struggled significantly in the late 1920s and into the Great Depression. By the mid-1930s, parent company ICI were looking to off-load their motorcycle marque and in 1937 Associated Motor Cycles became the proud owners of... an awful lot of antiquated, obsolete and dilapidated machinery, a substantial stock of

long-stroke sidevalve spares, and a very pretty tank badge.

Fortunately, AMC had a new engine range in development which they felt should appeal to long-term Sunbeam enthusiasts and attract new customers to the firm's new upmarket brand. (Rummage around in RC's back issues if you're interested in all the details of the high-cam engine: Frank's detailed analysis of it in RC64 is fascinating so I'll just give you the edited highlights here). You could tell that the new Sunbeams were high-class machines because their prices were given in guineas, and they sat comfortably alongside the 'famous Lion' long-stroke sidevalves. ➤



Although we are all wondering how AMC could produce such a fine and relatively leak-free primary chaincase just for Sunbeam, the really impressive item here is the driveside crankcase, which Geoff had cast to his own pattern



The B model Sunbeam engines were completely new, and were departures from established practice both at Sunbeamland and at Plumstead. Inside the timing cover lives a long drive chain for the cam and magdyno



A close-up of the new improved driveside crankcase. AMC didn't use the long through-stud approach to holding top and bottom ends together on their singles until the early 1960s, although the twins adopted it from the start



Left: Sunbeams were traditionally black all over. A tradition maintained, then

Right: Riding priorities: knowing where you're going and where you've been. The original clock is obscured by the map-holder, but a bicycle speedo provides relevant information

As the brochure explained, the high-cam bikes were of an 'entirely new design. The heavily finned cylinder barrel is deeply sunk into the massive crankcase, while the cylinder head is held down by long bolts passing right down into the crankcase casting. This design, coupled with an unusually stiff crankcase assembly with widely spaced bearings provides great rigidity under load, with correspondingly high mechanical efficiency.'

The camchain was tensioned and damped, which enabled 'the virtues of a high camshaft position to be combined with absolute mechanical silence and immense durability.' The hairpin valve springs and valve gear were tucked away in a single-piece cylinder head and 'all working parts, including both valve guides, are positively lubricated' by a duplex gear oil pump. The new B-range of Sunbeams also benefitted from uprated cycle parts; the eight-inch front brake, for example, is one of the most effective of the pre-war era.

It was an extremely solid design, available as 250, 350 and 500 models in Standard, Sports and Competition trim, while the 600 was sold only in Standard spec. These days

we tend to think of the high-cam Sunbeams as unusual oddities; a development dead-end which didn't go anywhere. But that's plainly not how the Sunbeam project was perceived by AMC in 1938 – this was a serious endeavour to establish an innovative product range, scheduled for ongoing evolution in the forthcoming decade.

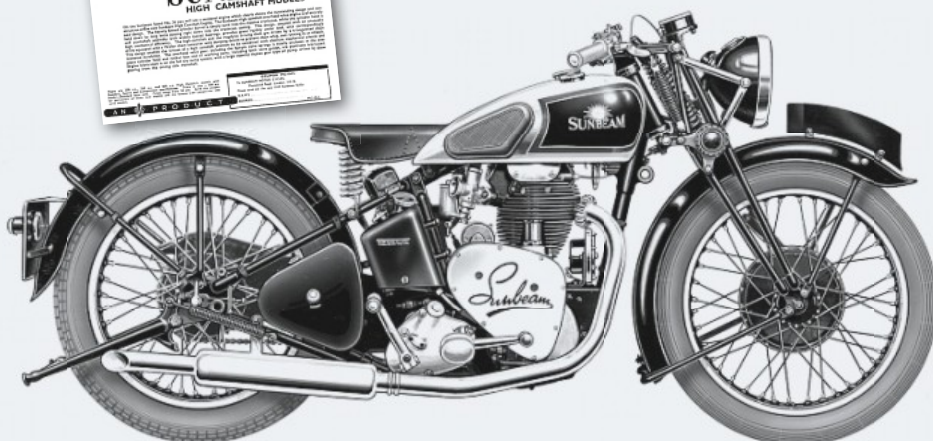
The comp models had alloy guards, upswept exhausts and a smaller tank with a cutaway to access the valves. Even so, they were still far too heavy for seriously competitive trials, and thus three 500 specials were built using the front end from an AJS 250 with smaller oil and petrol tanks. Over the winter of 1938 and into 1939, these machines topped the first five trials they entered. At one, rider Geoff Godber-Ford tied with Allan Jefferies on a Triumph for top honours. Sunbeam was making its mark in motorcycle competition once again. AMC started an advertising campaign, cleared space on the shelf for the silverware and made big plans for that year's ISDT...

...which took place in Austria. In late August. In 1939. Godber-Ford was campaigning a 350 engine in a 500 frame; a more beefy bike than the trials specials, equipped with standard fuel and oil tanks, intended to go the extra mile and shrug off the demands of the long-distance event. The carburetion needed some adjustment to cope with the higher altitudes in the Dolomites but otherwise the Sunbeam performed admirably, and lost no marks whatsoever in the trial.

Unfortunately, international relations disintegrated at almost that exact moment and the French and British teams were recalled home, post-haste. The story goes that the Brits were short on fuel and ran the risk of being interned in Germany, but were saved by the kindness of General Hühnlein who sent a lorry loaded with jerry cans of petrol. The British teams arrived in Lichtenstein one hour before the German border closed – and stayed closed for five years. Apparently the Sunbeam was ridden flat-out back to the ferry port, and performed admirably throughout the entire episode. ➤

THINKING OF BUYING?

Rarity pushes up prices, and so does a good reputation. Marston Sunbeams from the vintage era are much admired and it seems that AMC succeeded in continuing Sunbeam's commitment to quality with the high-cam models. As a result, the Plumstead-built bikes can be just as highly prized as those made in Wolverhampton. There are a fair few B24 350s in circulation, but it's extremely unusual to find the other capacities offered for sale, even at auction. A 500cc B25 sold at auction five years ago for over £7000, so expect to pay £10k for something similar today





Oil line tap, and owner Geoff's tidy breather catch-tank



Two types of stand to suit any terrain



At this stage, of course, it was all going to be over by Christmas. So, heartened by their competition success and initial customer response, AMC pressed ahead with plans for a spring frame, to give their Sunbeams the ultimate luxury for 1940. Robert Cordon Champ explained the sophisticated method of suspension thus: 'swinging arm suspension, the springs being located in plunger-style units where the wheel spindle had formerly been with a radius link to avoid chain tension problems.' None of this sprung-hub stuff for Sunbeam, oh no. And in another step towards modernity, a centrestand replaced the old rear stand arrangement. The

springer Sunbeam was catalogued and listed into 1940 but there's no record of any sales, if indeed production examples were ever actually built.

For this is where events overtook AMC's Sunbeam endeavour and the high-cam bikes never got the opportunity to live up to their undoubted potential. The Sunbeam production line in Plumstead was soon swamped with Matchless G3s, and the marque's tools were dismantled. The subsequent Sunbeams built by BSA – another attempt to craft an innovative gentleman's motorcycle – shared only their ethos with the earlier bikes. We'll never know, but if the war really had been over by Christmas then perhaps the AMC Sunbeams might have joined Vincent and Velocette in the top rank of mid-century British motorcycles...

THE ULTIMATE IN DESIGN

It's believed that AMC built fewer than 600 B-series Sunbeams. The high-cam bikes didn't go through the usual process of 'customer led development', where early mechanical issues with the new design would be addressed in subsequent model years. Precious few consumable components were ever sold or stored. So owning one these days isn't going to be exactly straightforward, but long-time RC reader Geoff Brown has the necessary hands-on experience to get the best from his B24.

'I've been riding motorcycles since 1950 and have owned all sorts, from tiddlers to over 1000cc, with one, two, three, four and ever six cylinders. I've enjoyed them all. I've always been interested in unusual machines and have built a number of specials and have modified other motorcycles to satisfy my own

Even the AMC factory's AJS and Matchless 1000cc twins used a smaller brake than this



Lustrous blackness for the tank, and a downdraft pose for the Amal



Above & below: Andy Tiernan has this 1939 B24 up for sale at £8000. It's been in regular use recently and has covered around 4000 miles in the last eight years. See andybuysbikes.com

Right: Over on the Continent, another 1939 B24 is up for grabs at British Only. It's had a recent magneto rebuild, 'starts and runs nicely' and comes with Austrian docs for €8950



requirements. The most unusual was made from two Ariel Arrow engines, shoe-horned into a Royal Enfield 350 Bullet, to make a 500cc V4 two-stroke!

Geoff is also intimately familiar with the Sunbeam marque; his Model 90 was featured earlier this year in RC133. He's the kind of rider who views owning something as unusual as the B24 as an engaging enterprise rather than a daunting challenge. Now resident in Australia, Geoff bought the 350 single back in 1996 when they both lived in the UK. 'It was 99% complete' says Geoff, 'in oily rag condition... before application of the oily rag! The engine ran and was surprisingly quiet mechanically. The gears and clutch worked, and it could be ridden although a serious oil leak where the pipes from the oil tank connected to the crankcase made this inadvisable.

'Initially I thought I would just stop the oil leaks and ride the bike as it was. A close inspection revealed that the oil leaks were due to stripped threads in the crankcase.' Not entirely easy to fix, then, and spares for the high-cam Sunbeams are rarely found in eBay's bargain bin. Geoff was up to the challenge, but soon encountered the restorer's domino effect. 'To repair the cases meant the engine had to be removed from the frame. The wheel rims were also found to be very badly corroded,' and once you've got the engine out and wheels off, we all know what happens next, don't we? 'I decided on a full restoration,' says Geoff, and he set to with the spanners.

'When I stripped the engine I found it was mostly in good condition, with the big end,

piston, bore, cylinder head and valves all good. The trouble was all in the timing case, where just about everything needed to be repaired or replaced. A new camshaft and follower were made for me by a specialist company. The original timing sprockets, 16 teeth on the crankshaft and 32 teeth on the camshaft, weren't available, so I used 17 and 34 teeth from a standard engineering catalogue, and modified them to suit. Luckily the small increase in size didn't cause any problems.

'The new Weller chain tensioner was made by Paul Savage engineers in Redditch. The biggest problem was the timing cover, which supports the outer ends of the camshaft and magneto drive shafts. These supports were cracked and broken. A trader at an autojumble said that he could repair the timing cover so he took it away – and that was the last that I saw of it! Help like that you can do without...

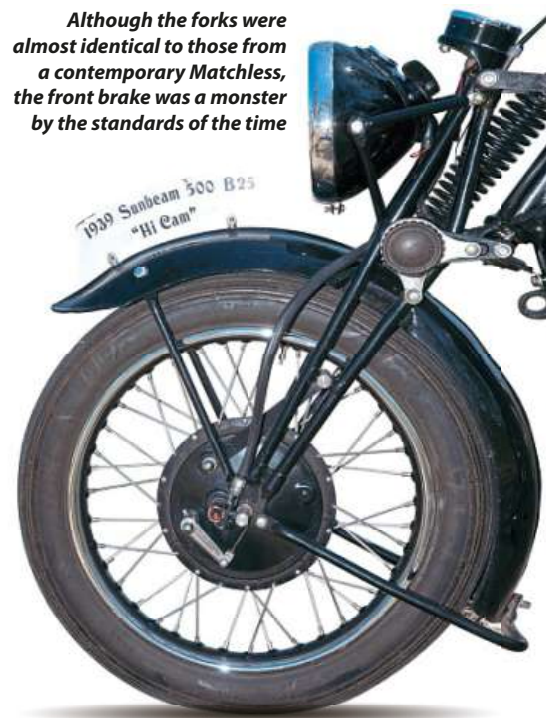
So Geoff fabricated a temporary cover out of half-inch aluminium plate 'which provided more substantial support for the shafts.' The B24 was back in action. 'Then in 1999 on an end-to-end ride I met with Neill Cowan who had a spare high-cam engine. He was good enough to lend me the timing cover so I was able to get a new one cast. I retained the temporary cover as the structural component, and used the newly-cast cover as an outer.'

Next job? Curing the Sunbeam's ongoing incontinence. 'The original crankcase breather from the drive side bearing housing was prone to drip oil, leaving puddles at each stop. A new breather was made and fitted to the rocker box, and the pipe from the original breather was blocked. The new pipe, along

with the battery breather, feeds to a catch tank located behind the gearbox.'

So. The job's a good 'un? Not exactly... 'The engine oil pump drive shaft is retained in position longitudinally by a groove on the shaft and a screwed-in peg. The original peg was worn, so a new one was made by copying the old one. Big mistake! The peg only just engaged in the groove and, after a little use, it allowed the shaft to move and disengage from the pump.' And what happens when oil pumps don't pump oil? You guessed it. 'The engine seized, and this necessitated a new piston. Luckily the bore was OK after a clean-up, and there was no other damage.' ➤

Although the forks were almost identical to those from a contemporary Matchless, the front brake was a monster by the standards of the time



So. The job's a good 'un this time? 'The new piston was a disaster. It was supposed to be a Hepolite (which I doubt), it seized after less than 10 miles.' Geoff doesn't mention what he said at the time but we doubt it was printable anyway. He was not deterred, however.

'Examination showed drag marks on the side of the piston, rather than on the front and back. The damage was dressed with a fine file, but again it seized after a short distance. I took the barrel and piston to a specialist and the piston was found to be 0.012" bigger across the gudgeon pin area than front-to-back.' This left Geoff with a pretty problem. There were no high-cam Sunbeam pistons sitting on shelves anywhere, and obviously the 'best fit' option didn't. Fit, that is. So he applied some lateral thinking to the conundrum. 'I managed to find a NOS pre-war AJS piston, had the barrel rebored to suit it and have had no other problems since.'

So... we dare hardly ask. Was that it? Apparently not. 'The next big problem was the cylinder head joint blowing on the drive side. In attempting to cure this by further tightening the drive side cylinder head fixings, I found that the cylinder base flange on the drive side crankcase was cracked across the corners. I was wary of a weld repair

"The high-cam bikes didn't go through the usual process of 'customer led development', where early mechanical issues with the new design would be addressed in subsequent model years. . ."

because that would not cure what looked to be a basic weakness in the design.

'So using the damaged case as a pattern, with padding to increase both the depth and the width of the cylinder base flange, as well as more generous radius blends between the flange and the crankcase wall, I had a small number of crankcases cast. These were done by Skaigh Engineering, who made the castings for the Harris Triumph Bonnevilles. We used LM25 heat-treated alloy which has more than twice the strength of the original casting. The rough castings were beautifully machined by John Morrey in Dorset.

'The new crankcase half completely cured the head joint problem. Then there were some early issues with a sticking exhaust valve, which was cured by reaming the guide to increase the clearance. After these problems, the bike has been used every year and reliability has been excellent.'

One more vital task was required when Geoff and his bikes relocated to a new

continent. 'I fitted a bicycle speedo which reads in kph, to keep in line with Australian speed limits.' Finally, Geoff could sit back and enjoy riding his high-cam 350, which has become a familiar sight (and a multiple award winner) at rallies and runs organised by the Historic Motorcycle Club of Queensland.

'The engine is mechanically quiet and used to be very oil-tight, although it's starting to weep a little now as the rubber seals harden with age. For a girder-fork / rigid frame bike, comfort is not too bad. The brakes are larger than on most pre-war bikes and work very well. The front brake has a very impressive appearance. Steering and handling are very good.'

So if things had been different, does Geoff think the high-cam Sunbeams would've been in with a chance? It seems that if his 350 is anything to go by, then AMC were definitely heading in the right direction.

'Its performance is better than the average pre-war 500 single – and I think it looks better as well!' **RC**



It was a long hard slog to achieve the result, but Geoff Brown appears delighted with his unusual Sunbeam. You can see why!

Brightspark EasyCap



Revolutionary condensers for all Lucas and BTH rotating-coil magnetos. Fit next to the points for easy access.

During initial installation, the old condenser needs to be disconnected - detailed instructions on our website.

Visit: www.brightsparkmagnetos.com
The magneto website!

RGM Est 1980

RGM Norton Ltd NORTON SPARES 1920-1977
 DISTRIBUTED WORLDWIDE

WWW.RGMNORTON.CO.UK

Brickwood Wheel Builders

CHROME, ALLOY AND STAINLESS RIMS

All types of wheel building for motorcycles

BRITISH or CONTINENTAL
ANCIENT or MODERN

Old Brickwood Farm,
 West Grimstead, Salisbury, Wiltshire SP5 3RN

Tel 01722 712701

Carl Rosner Ltd QUOTE CR WHEN CALLING

WORLDWIDE SPARES SERVICE

Established 43 years

Sanderstead Station Approach, Sanderstead Road,
 South Croydon, Surrey CR2 0PL

Tel: 020-8657 0121
 Fax: 020-8651 0596

E-mail: triumph@carlrosner.co.uk
www.carlrosner.co.uk

BSA ROCKET 3
Norton COMMANDO
TRIUMPH UNIT TWINS & TRIPLES

BAXTER CYCLE PARTS
 YOUR BRITISH BIKE SUPERSTORE



WWW.BAXTERCYCLEPARTS.COM

100+ PARTS BOOKS ONLINE
 16,500+ SPARE PARTS ONLINE

SAVE SOME MONEY AT CHECKOUT
 USE THE COUPON CODE
 "REALCLASSIC"

311 4TH ST. BOX 85
 MARNE, IOWA 51552
 712-781-2351

TRIUMPH **Norton** **BSA** **ROYAL ENFIELD** **AJS**

Geoffrey Myers' Classic Motorcycles

To view my range of spares for
 Norton Commandos
 N15's & P11's
 Dominators & Singles
 visit my online shop

www.gmcmc.co.uk

Official dealer for Genuine Norton
 parts manufactured by Andover Norton

online shop: www.gmcmc.co.uk
 PO Box 295
 Bexhill on Sea, East Sussex TN40 9HD
 Tel: 01424-214074

Parts also available for other makes as well

High-flying hybrid

In the mid-1960s, the Atlas Scrambler took America's desert races by storm. Lawrence Howes rides one and finds out why, and meets a world authority on the subject of AMC's hybrid bikes...

Photos by Anthony Curzon and Lawrence Howes

Anthony arrived at our meeting point on his glittering Atlas Scrambler surprisingly quietly, considering the open exhaust pipes. Desert scramblers don't like wet weather, they're set up for arid conditions, so it was good fortune that we had a lovely sunny English day. He led off, which gave me the joy of listening to the rapturous roar as he pulled away, and the gorgeous 'witter' every time he shut the throttle. Truly it is a fabulous sounding bike.

The Norton Atlas Scrambler is an example of a 'hybrid', so called because it is a mix of marques. The hybrids came about in 1963 when Associated Motor Cycles were struggling to survive. AMC had relocated Norton from Birmingham to join AJS and Matchless at the Plumstead works in Woolwich and needed to make

inroads into the world's most important motorcycle market, the USA. They needed success and they needed it fast. That meant racing. And in 1963 in America that meant desert racing!

Unfortunately AMC discovered that their Matchless desert racers had robust cycle parts but continually destroyed their engines. And their Norton desert racers had great engines but continually wrecked their frames. They scratched their heads and decided to rationalise and, in the British bike industry's fine decision making fashion, they got it bang on. The unburstable Norton Atlas engine in the unbreakable AJS / Matchless frame. Well, actually, the concept machine came from Bob Blair and Steve Zabaro of the USA via Berliner Motor Corporation in New Jersey, but let's not get bogged down with technicalities... ➤







A prototype was tested at Hawkstone Park in September 1963 to massive acclaim and production started immediately. The frame was from the Matchless G12CS with Girling 4590 rear units, the complete units containing 4592 dampers and 90lb springs. This cocktail didn't just make a great bike; it produced arguably one of the best British bikes ever. Competition in the USA was fierce, American racers believed that the runner-up was the first of the losers. They thrashed the bikes hard. Their maxim was 'Win on Sunday, Sell on Monday'. Podium to showroom.

So, was the new hybrid a winner in the American desert? Hell yes! *MCN* called it the 'Fastest Scrambler in the World'. A review in *Custom Rodder* christened the Atlas Scrambler

'Hottest of the Hot Cycles' in 1964. In America it left the competition standing and regularly took the #1 plate. The US wanted so many that AMC couldn't then make enough to sell them in Britain as well. Allegedly.

Meeting Anthony for the first time is a shock and awe experience. He is a walking encyclopaedia on the AMC hybrids. His knowledge takes you aback as it spills out in a continuous flow. Part numbers, specifications, technical details, you name it, if it's hybrid then it's in his head. His obvious love for the bikes started in 1967 when he saw an article about them in *Motorcycle Mechanics*. He bought the magazine and devoured the road test inside. Two years later, while working at Gus Kuhn Motors, he encountered a 1968 Norton N15CS in the metal, a peacock in its

candy apple red paintwork. Frustratingly it was not for sale but Gus Kuhn's salesman gave him a brochure which was promptly pinned up on his wall...

In 1970 Anthony was in Coburn and Hughes, and there stood a gorgeous Matchless G15CSR. The memories flooded back, and he had to have it. That was his first hybrid and he is still the proud owner of it, one of only 95 G15CSR street scramblers made. In the original logbook, the maker was shown as being Norton Matchless. Ten years later, Anthony found an article in an old American magazine. It was the April 1964 issue and filling the front cover was a gorgeous Norton Atlas 750 scrambler, a G15CS(N). In the desert! It was infatuation all over again. *Cycle World* were wowed by the bike and Anthony vowed that one day he would have one. He

ATLAS ON THE BENCH



Engine and frame united



Forks, gearbox and suspension – it's starting to resemble a motorcycle



Wheels up!



Left: Although all non-hybrid Atlas machines used the pressed-steel primary chaincase familiar to all featherbed owners, the less leak-prone AMC case fit well to the engine (and it mounts differently too, so an Atlas engine will not slot straight into a Matchless frame)

Above left: The 745cc Atlas engine looks completely at home in the Matchless frame. Almost as if they were designed to match (which they were not). Comparing a timing side shot of the Atlas Scrambler with a similar shot of an Atlas reveals that somehow Norton managed to position the gearbox much closer to the Scrambler, but never did on the featherbed twin. Wonder why...

Right: The view from above is interesting (to the enthusiastic!), showing that AMC used a speedo based on that of their roadgoing machines coupled with a different design on the tacho. Interestingly, the Norton (featherbed) Atlas of the same year used a stock chronometric – which would have matched the tach seen here



was so keen to familiarise himself with the Atlas Scrambler that he actually read the parts lists on his daily commute.

Almost thirty years after the *Cycle World* spread was published, Anthony acquired a petrol tank. For a Norton Atlas Scrambler. Thus started the rebuild of this bike, a star of the show at Ardingly in 2014 where it won first prize in the competition section. With his expert knowledge Anthony is one of the very few people who could spot and collect the parts needed to assemble it and keep it so original. ➤

Right: Although these are long Roadholders, they are not Long Roadholders, a distinction which causes confusion on the parts-sourcing front. The front guard is unique to the model, and appears to be a pre-1959 Matchless item with the side valences left off



Ready for an oil tank, fuel tank and all the little bits which make a motorcycle excellent

Assistance came from many sources, such as Tim Smith of Oregon, who was able to supply pictures and information from his own very original 1963 Norton Atlas Scrambler. Tim was the second owner of his machine, almost from new, and still has it. Dean Nissen in Seattle and Neal Peacock in Colorado were also very helpful with parts and knowledge. The frame and many parts came from Walridge Motors in Canada. The motor's bottom half was an incredibly lucky find at an autojumble, from the stall of a well-known AMC parts dealer. Anthony purchased the correct and genuine rear mudguard from Russell Motors' extensive stock of original AMC factory parts back in the 1980s.

The NOS front mudguard, absolutely unique to the Scrambler, was found still in the factory wrapping at a Kempton Park autojumble. Why a new mudguard for a USA-only model should be there is a mystery. Anthony certainly has a knack for being in the right place at the right time. People who don't know him might think he has a magic touch to procure such 'unobtainable' parts. In truth, although there is an element of luck involved, it is due to his hard work, dedication and determination, but mainly the incredible amount of knowledge and valuable contacts he has spent many years acquiring.

Original and rare Lucas electrical items came from a friend, Gordon Davies, chairman of the British Motorcycle Preservation Society. Rockers made by CR Axtell were supplied by Ron Fratturelli from Arizona. Will Horgan of Stainless Classics made some parts in stainless steel. Metal Magic made the rear mudguard stays and brackets from patterns supplied by Derek Bennett. In addition Derek helped with some of the cylinder head work and also fabricated some special parts in stainless steel. The engine and gearbox were rebuilt by Geoff Myers whose father established the aforementioned Russell Motors, a source for AMC parts from the time the bikes were coming off the production line.

The speedometer and tachometer

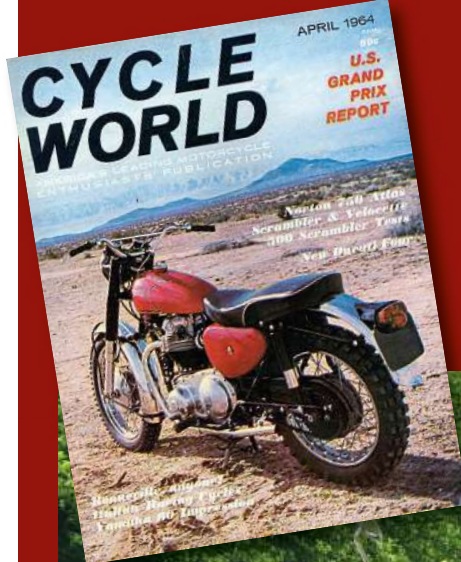
were special to the 1963-dispatched Atlas Scramblers. The speedo was a cross between a magnetic and a chronometric mechanism and the rev counter was a chronometric one. The special speedo on the Atlas Scrambler was also used on some of the other bikes in the 1963 AMC range as the G15/45 twins carried it too. All the subsequent bikes used the later Smiths magnetic instruments. Amazingly, Ashley Pople of Speedo Repairs was able to source all new parts to construct the correct new instruments specifically for this machine. From all across the globe Anthony found the elusive items needed to complete the bike you see today.

The bike was dispatched to America on 19th November 1963. It was the third Atlas Scrambler to leave the factory out of 200

made, and is almost certainly the earliest G15CS(N) left in the world as a complete and working bike. It is believed to have been sold at Bob Budschat's shop in Seattle, where customers would take new dirt bikes for a test run and tear up and down an abandoned tramline behind the shop. Those were the days! To make sure every bike was sound, they were all road-tested at Plumstead before being semi-dismantled and crated up for export.

Somehow, astonishingly, Anthony has met and is now friends with Alan Jones, the actual AMC road tester who gave his bike its first ever road run. Despite appearing very original, the bike is not quite as it was when Alan gave it its factory test ride. Anthony has added sensible but discreet modifications to make it more usable on modern roads. Commando pistons have been fitted, giving a 9:1 compression ratio. The gearbox has been fitted with a heavy duty roller bearing to cope with the power output, and the collars for the top of the valve springs are made of titanium.

When the bikes were first used as intended there was a problem with the forks clanging on the rebound, and AMC produced extenders to solve the problem. Even though they are hidden and Anthony is not planning on giving the machine a canyon caning, he had a good friend, the late Malcolm Saggars, make some



Below: Tim Smith from Chicago, one of the hybrid owners from around the world who supplied information and advice based on their own bikes to help Anthony build his Atlas

Left: One of the magazines which started owner Anthony Curzon's hybrid obsession





Left: Alan Jones, ex-AMC road tester, who was the first person to ride Anthony's bike... before it left the factory in 1963 or so

Right: Prizewinner! The Atlas Scrambler on display with the Norton Owners Club at the South of England Show

Lower right: Deep breathing duties are handled by a pair of Amal Monoblocs, and the air is filtered, too; handy on a desert racer

Below: Hearty braking duties are handled by Norton's always impressive 8" s/s front stopper. The lengthy Roadholders have a decent amount of both bounce and stability



of these extenders and has fitted them. The bike sports a K2F magneto with competition HT leads. The Zener diode is the original, as are much of the electrics, but for practicality Anthony has fitted a headlamp main beam warning light to the headlight shell.

The bike has a Norton transfer for the 2.2 gallon petrol tank. That and all the tinware is in Cardinal Red. Cycle Sprays painted the tank (with only one colour picture of part of a tank as a guide) and made a superb job. The petrol tank lining consisted of the usual G15CS type lining but in black, with a white outline top and bottom. The rear mudguard had a transfer applied stating 'Matchless, London' in black and gold. The Norton Atlas Scrambler seemed to have had a bit of an identity crisis going on with it, though whether this transfer was actually always affixed is in doubt. Anthony knows that just because something is in the parts books, it doesn't mean that it was consistently fitted. The exhaust pipes were straight-through from the factory.

Atlas Scramblers from that first batch held the off-road #1 plate for 1964 in District 37 (the Mojave Desert) ridden by the extremely talented rider Mike Patrick. Mike won that #1 plate three times, on three different bikes. During a race Mike would leap canyons ten foot wide, with a very long drop between the edges. Not much

room for error there, so he was continually trying new modifications to gain an extra advantage.

In an attempt to improve the handling he fitted Ceriani forks, but the original Roadholders were soon refitted. 'Those Cerianis nearly killed me,' said Mike. He called the Scrambler his 'Blunderbuss' and he also explained that at some times he was merely a scared passenger. The bike was really good from the off and there wasn't much needed

to make it perfect. They were also successfully raced on the USA east coast, where Dan Gore won many races and championships.

Anthony has also assembled a complete toolkit as supplied with the bike when it was first dispatched by AMC at Plumstead, over fifty years ago. This man knows his hybrids... He is in fact so well respected that Clint Eastwood, a rather famous fellow Hybrid rider, has been in touch, even sending a signed picture as a token of his regard. ➤

SERVICE STARS

Of the many people Anthony received help from in this restoration he is especially grateful to C R Axel of California and Malcolm Saggars of England, both now sadly passed away. Thanks also to these folk:-

Carburettor overhaul:

Magneto:

Engine Builder:

Instrument Repairs:

Lucas Switchgear:

Metalwork:

Paintwork:

Parts:

Parts:

Parts:

Parts:

Parts:

Wheel building:

Martin Bratby, 01543 572583

Brightsparks, brightsparkmagneto.com

Geoff Myers Classic Motorcycles, gmcnc.co.uk

Ashley Pople, 01252 329826

Gordon Davis, bmpswnwales.org.uk

Metal Magic, 01189 731631

Cycle Sprays, cyclesprays.com

Baxter Cycle, baxtercycle.com

Ron Fratturelli, nortoncommando.com

Tim Smith, cnoc.org

Walridge Motors, walridge.com

Russell Motors, russellmotors.co.uk

Brickwood, 01722 712701

Neil Armstrong said that 'a man has only a finite number of heartbeats allocated in life'. If you ride one of these machines, you should prepare to have your life shortened. Nothing will make your heart beat as fast as a hybrid on full song. As it's a tall bike you really need to be a six-footer to fully exploit one. When you do, they have excellent handling and a raw power that will scare the pants off most riders. They are most well known for their off-road competence, but with the right tyres they are equally impressive as a street bike. When they were released they set a new standard for dual purpose bikes and still have an aura that wows motorcyclists everywhere. They look gorgeous standing still, but it is when you ride them that you appreciate what an excellent package they are.

'Keep the revs low,' said Anthony. 'Remember, with only 400 miles on the clock since the rebuild, it's still running in.' This is not an easy instruction to follow. The engine is clearly keen to destroy itself, as it revs like a multi. Twist the throttle and your breath is left at the start point. It is a phenomenal experience! This is not a motorcycle for the faint of heart.

Despite the fact that the Scrambler is a fairly hefty bike, it feels light and well balanced when you sit on it. Let the clutch out, pull away and any weight disappears. It feels easy to move around, flicky without feeling temperamental. It's certainly one of the most manoeuvrable and best handling bikes I have ridden. Sitting close to the tank,



as Anthony advised, it feels as though it steers itself. The engine has a deep sonorous growl and loads of grunt. I opened the throttle and the bike leapt forward like a prize fighter. It just begs to be given free rein. The power delivery is only matched by the adrenalin rush. Exhilarating! Standing on the pegs, the bike weaves and dodges around with no effort. It's clear to see why they left other desert bikes in their wake.

After developing through the Matchless

G15, AJS 33 and Norton N15 versions of the 750 hybrids, the Atlas Scrambler eventually metamorphosed into the P11 series, using the bicycle from the Matchless G85CS scrambler instead of the roadgoing G12 frame. The P11 was more of a dedicated street scrambler, but was a weapon of choice for the USA off-road racers back in the 1960's and early 1970s. They are still raced in American historical off-road events and are still winning.

Anthony owns a collection of AMC hybrids, and just because they glisten don't think his bikes don't get the use they were intended for. He's not averse to hurtling down a potholed lane with a shout of 'OK, show me what you can do!' One of his great pleasures has been to pop his good lady Pat onto the pillion of his 1968 P11A Ranger 750 and ride the Ashdown Forest trails, then park the bike, sit on the bench and look at the view. What could be nicer than a hot bike cooling off to one side, a beautiful woman to the other side, and outstanding English countryside around you?

Asked for advice to offer to prospective owners, he says, 'If you can, get a later model. There were never serious problems and AMC did iron out teething problems fairly quickly, but an early bike will require a little more care and possibly updating to remove some minor niggles.' The P11A Ranger 750 is the one to have if you can find a good one. It had all the later modifications, making it a superb bike both off and on road. Anthony deserves thanks, not only for his invaluable help in writing this piece, but for resurrecting a rare piece of AMC history that otherwise would be still languishing in various autojumble stalls worldwide. **Rc**



G.P. CLASSIC MOTORCYCLES

- REPAIRS • SERVICING
- RESTORATIONS

For all British, Road, Race and Trials Bikes

A 'NORTON MAN' with 45 years' experience working on, Commando's, Heavy Twins, Singles ES2 and Model 50s, together with Royal Enfield, BSA and Triumph, both singles and twins.

Contact me on 07837608408

or e-mail info@gpclassicmotorcycles.co.uk

Visit my website www.gpclassicmotorcycles.co.uk

Near South Swindon, Wiltshire, Junction 15.

Graham Panter – Norton Commando Specialist



NORTON COMMANDO

No More Handling Problems

Frame Alignment✓

Wheel to Frame Alignment✓

Swing Arm Alignment✓

Fork Alignment✓

All other Classics too!

07794637159 www.parallelengineering.co.uk



SPEEDO REPAIRS

CHRONOMETRIC & BRITISH MOTORCYCLE INSTRUMENT SPECIALIST

- 1ST CLASS WORKMANSHIP
- COMPETITIVE PRICES
- 12 MONTHS GUARANTEE

Fax/Telephone (01252) 329826

Mobile: 07824 884434

Proprietor: A. E. Pople, C/O A and E Coachworks, Unit 12-13, The Vehicle Centre, Ash Aldershot GU12 6LX

www.speedorepairs.co.uk

Email: a.pople@btconnect.com



British Parts



Don't miss out.

Huge British Parts Inventory!

Get in on the latest Sales and Promotions.

Email sales@walridge.com to subscribe to our mailing list.

www.walridge.com

1(519) 227- 4923 (From UK 001-519-227-4923)



TRIUMPH

BSA Norton

Monty's Classic Motorcycles Ltd

Quality spares for British Classics

NEXT DAY UK MAIL ORDER SERVICE AND FAST OVERSEAS SHIPPING

We have a vast amount of spares in stock

GENUINE TRIUMPH TWIN SPARES

BSA A7 A10 • Repairs • Wheel Building

Over 35 years in the British bike trade

All major credit cards taken

Online shop: montysclassicmotorcycles.co.uk

Workshop at 8 Mill Hill Cottages, Mill Hill, Tavistock, Devon PL19 8NW



For advice and orders tel:

**01822
617010**

Amal • Boyer • Morris • BSA • Renold • Lucas • L F Harris
www.montysclassicmotorcycles.com

Tank Care Products

The answer to your problems!

www.tankcareproducts.co.uk

●Petseal Remover

For the removal of epoxy resin sealants. Just pour it in, and the vapours do the rest.

●Rust Converter

Effectively turns rust into bare metal, ready for coating with Sureseal.

●Cleaning Products

TP1 Tank Cleaner, for use after sealant remover or after de-rusting
TP2 Tank Prep, for dispersing moisture in tank, prior to coating with Sureseal.

●Sureseal™

Ethanol Resistant Sealant. Resistant to 100% ethanol fuel, and all bio fuels. Suitable for Steel and fibre glass tanks. Available in Various sizes to suit your tank.

Fuel Tank Clinic 
Giving old Tanks a New Lease of Life

If your tank is in need of some TLC, bring it to us for Sealant removal, De-rusting and Coating with Sureseal. Paintwork repairs also undertaken.

**Save 20%
On Complete Kits**
(Compared to individual prices)



Complete kits from £52.79 inc P&P



Sureseal 500ml

Tank Care Products
2 Stocks Loke, Cawston
Norwich NR10 4BS
Tel: 07834415921
01603 871007
tankcareproducts@hotmail.com

For Town, Track and Road,
Try the

Universal Racer Mk. 2

Exclusively from

Lewis Leathers

AVIAKIT



Our Universal Racer jackets first became popular with riders back in the 1920's. Today they are just as strong, durable and stylish as ever.

*Available in Horse, Steer and vegetable tanned Nappa leathers.

Dirt Track Racer Guy Williams:-

"The Universal Racer Mk. 2 jacket is great for the Vintage Class that I compete in on my 1966 Triumph 500.

You can tell the jacket was developed for speedway and dirt-track racing – it's a really great cut and the flap over front stops the inevitable roost attack and ingress of mud. The jacket has taken a hammering at every meeting, not to mention a few crashes along the way, and has stood up to it all."

To learn more about our products, please visit our website:

www.lewisleathers.com

Or, visit our shop: Lewis Leathers, 3-5, Whitfield Street, London W1T 2SA Tel 020 7636 4314



Photo: Nick Clements

NATIONAL MOTORCYCLE MUSEUM LIVE FREE OPEN DAY

SATURDAY 31ST OCTOBER 2015

Utilizing both the Museum and our extensive conference facilities Saturday 31/10/15 will see the National Motorcycle Museum host our 2nd annual free open day when we will throw open the doors of the Museum and everyone will be invited to visit the Museum collection free of charge. Not only that but there will be a host of other free attractions including two amazing "Stars On Stage" events featuring the bikes, the stars and the people behind it all!



Free Museum Entry:

Everyone will be invited to visit the museum collection, free-of-charge. To assist visitors everyone arriving on site will be given a free timetable with a full list & timings of all the day's events!



Indoor Autojumble:

The event will feature a large indoor autojumble held within the warm & dry surroundings of the National Motorcycle Museum's conference facilities. For details of how to book a 6ft pitch for just £30.00 contact Steve or George on (0121) 704 2784 or e-mail sales@thenmm.co.uk

Museum Partners & Trade Displays: Throughout the day we will have special feature "tables" showcasing some of the specialist suppliers & craftsmen (including the Museum's own

restoration team) who will be available to chat and answer questions. The event will also feature trade stands & displays from many well-known names including Bonham's Auctioneers and Footman James Insurance brokers.



Stars On Stage: Hosted by Carl Fogarty & Jamie Whitham

Carl Fogarty & Jamie Whitham will host two special "Stars On Stage" features at 11.00am & 2.00pm on Saturday 31/10/15. Held on the stage of one of the Museum's magnificent suites these free 1 hour chat shows will feature both Carl & Jamie as well as other motorcycling personalities & live "fire ups" of some of the most iconic race machines from the Museum's inventory.

Motorcycle "Try a Bike" Training:

Wheels Motorcycle Training will be giving visitors the chance to "try a bike" free of charge during Saturday 31/10/15. Everyone from just 16 years of age* will have the

opportunity to learn to ride in a controlled environment. Because of this features popularity you can pre-book by contacting Wheels Motorcycle Training on 0121 328 9906 or e-mail enq@2wheelstraining.com

Celebrity Book Signings:

Various motorcycling personalities will be available to sign copies of their books in the Museum shop during the event.

Museum Shop & Restaurant:

The Museum shop and restaurant will be open throughout the day serving breakfast, lunch & a range of hot meals & snacks.

Plus The Draw For The Best Classic Motorcycle Raffle Prize In The World!



Our summer 2015 raffle to win a "Shadowised" 1947 Vincent Series B Rapide worth over £40,000 will be drawn by Carl Fogarty & Jamie Whitham live on stage during the afternoon of the Museum's open day on 31/10/15 at 3.00pm

There's still time to win this amazing prize with raffle tickets available to purchase online from www.thenmmshop.co.uk or by calling the Museum on 01675 444140



Tel: (01675) 444140
Online: www.thenmm.co.uk
Email: shop@thenmm.co.uk

Coventry Road, Bickenhill, Solihull,
West Midlands B92 0EJ



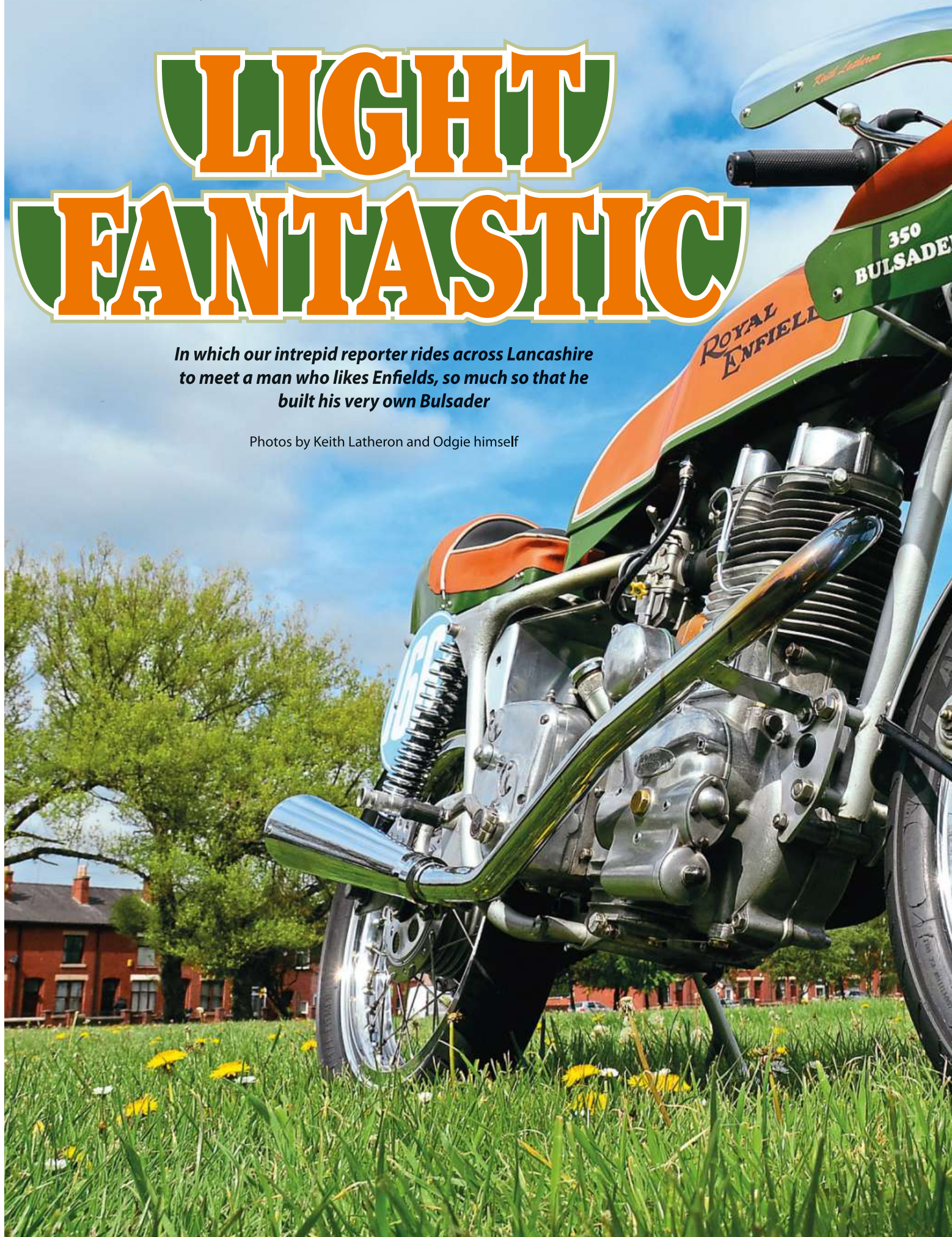
Bonhams

*Proof of age required.

LIGHT FANTASTIC

*In which our intrepid reporter rides across Lancashire
to meet a man who likes Enfields, so much so that he
built his very own Bulsader*

Photos by Keith Latheron and Odgie himself





The said chap would be Keith Latheron, long-time racer of the parish of Leigh, and the reason for the said ride would be to check out his delightfully different Enfield / Enfield special. And lots to tell you today, so let's get straight into it.

'I'd always liked the Royal Enfield Crusader,' Keith tells me. 'My dad used to ride a 500 Bullet, so I was familiar with Enfields, and I always wanted a Crusader when I was a teenager, but could never afford one. Then about eleven years ago I finally treated myself

to one. A good little bike, but then you get to thinking, I wonder if I could squeeze a Bullet engine into it? I decided I probably could, but it seemed a shame to do it to such a nice bike, so then I started looking for a frame.'

Keith found a frame quite quickly, not a million miles from home, in the shape of one round the back of his brother's garage. 'I thought he'd got rid of it, but he said he still had it somewhere. We managed to dig it out, and that was the start of the project. So then I went looking for an engine. I ended up buying one from Hitchcocks needing work, which was fine, as I was intending to rebuild it anyway.'

We'll get to the engine shortly but first, unless you've been completely failing to pay attention, you'll have noticed that the bike's front forks aren't your regular Enfield telescopic. They are the original leading link ones fitted to the 1962 Crusader Super 5 frame. Keith can tell us more. 'They only made the Super 5 with those forks from 1962 to 1964, but actually, the leading link forks were an optional extra from the mid-1950s. Not a lot of people know that, but they were available right across the range – I have a photo of a 700 twin fitted with them at the Earls Court Show. Not many people chose the option though. ➤

'Oh yes, another Bullet...' you think. Then you either walk on by or you look again, and say 'What the...'



'I don't know how many sets of forks Enfield had left over, but the Super 5 was the first British bike with a five-speed gearbox, so I suspect with that as a selling point, the factory decided they could use up their stock of old forks on it. But they only fitted them for three years, they were still a bit too unconventional for most people at the time. Then of course Honda came out with them and everyone thought they were great.'

It's an interesting and unusual bit of information, and indeed concept – I can't bring to mind any other manufacturer of

the period who offered a fork option – but it lends Keith's bike an extra air of quirkiness, and the forks certainly work well enough.

Being something of an Enfield fan, Keith wanted to use as much from the Redditch factory as possible. Wheels are both original Crusader, optimised with racing brake linings, alloy rims and Avon racing tyres. He strayed slightly in choosing a Ducati racing tank and seat unit, but they do look absolutely right on the bike, long and narrow and completely period. Handlebars are simply welded to the top of the forks, saving any unsightly clamps,

and the half-fairing makes everything look suitably racy.

And then of course there's the engine. Older readers will remember that 500 Triumph twins were often fitted to Crusader frames (and let's face it, Triumph engines were fitted into just about anything in an effort to actually achieve something that handled), but the Bullet lump goes in like the whole thing was made that way to start with. The giveaway is the gentle curve on the front downtube, to accommodate the longer, semi-unit engine and gearbox as opposed to



Above: A racer's cockpit; nothing superfluous

Right: The loud end. Neat work abounds. Silence is not an option





Above left: Bullet engine in a (slightly changed) Crusader frame. Does the front downtube appear to be slightly less than rigidly straight? There's a reason for that

Above right: The primary drive is another area which benefited from serious attention. A belt replaced the original chain primary drive, and a Bob Newby Racing clutch does the gripping thing. No need for an oil bath. The eagle-eyed may spot the engine breathing arrangement too, which is also neat and well considered

Left: Suck and Bang departments – both decently serious. If you look very closely you might be able to see the top of the clutch's belt drive too. Excitement!

the unit construction 250 motor, but other than that the frame is all stock, just relieved of excess lugs and brackets, both to save weight and to keep everything tidy.

As a long-time racer, Keith already knew his way around rebuilding engines, so the 1961 350 Bullet motor got pretty much the full treatment. A new conrod was used, with a full roller big-end conversion; Bullets normally run with an unusual floating bush as standard. An alloy barrel and Omega piston save weight and add cooling and reliability. Race cams operate race valves in a slightly

modified head. The mating surfaces of both the cylinder head and top of the barrel were carefully machined to a very fine tolerance, then the barrel was fitted with a sealing ring à la TZ Yamaha). They are bolted together without a head gasket, again aiding reliability but also increasing the compression ratio so the bike now runs at a healthy but not excessive 9:1.

A nice big Amal Mk2 Concentric lets everything in, and a traditional swept-back exhaust pipe and long reverse-cone competition silencer let it all out again.

The squeeze / bang bit that happens in the middle transmits itself through a Bob Newby Racing belt drive and clutch, tucked away behind that elegantly minimalist primary cover, and into the Enfield four-speed gearbox, itself modified to close-ratio. All of which makes quite a lusty ride.

Keith hasn't actually raced the bike yet, there's a story behind that too.

'I actually started building it as a road bike. I've raced with the CRMC for over thirty years. I raced a 350 Goldie as a solo, it ended up in a Metisse frame, then I had a big crash ➤



What the Bullsader is for

ENFIELD 250 ARRAY

These days it's easy to forget the value to manufacturers of 250cc sales when the Crusader was new. Not just because that was the largest bike a learner could ride, but also because of the perception of brand loyalty; the idea being that if you tempted a rider to your marque right at the beginning, he was likely to stay with you as he progressed to bigger machines. It might seem more of a vain concept today, but how many of us still

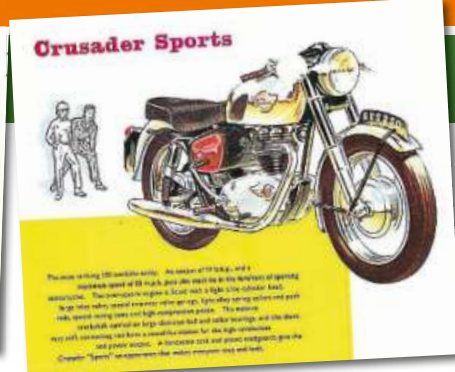
have our 'favourite' makes which we've carried through most of a lifetime?

So manufacturers were keen to sell 250cc models, and of all the big players, only Triumph were unusual in offering the smaller 200cc Tiger Cub (a decision perhaps explained by the fact that Cubs tended to be fragile even at that modest capacity and couldn't be stretched any further from the original 150cc, and maybe Triumph thought their

larger twins desirable enough not to need to design and tool up for anything bigger). 'Learner' bikes often came in standard and 'sports' models too. Although the differences were generally minor, I remember lusting quite seriously after a Bantam Sports, lured by the polychromatic red paintjob, high-level pipe and chequered stripe down the tank, which made the standard blue model look positively dowdy.

Although the continuing

success of the Bullet has overshadowed Royal Enfield's smaller offerings somewhat, they were no less a player at the time. The 250cc base-model Clipper always ran second-fiddle to the much more desirable Crusader, knocking out 18bhp compared to the C15's 15bhp or the Cub's somewhat meagre 10. Royal Enfield played on this advantage even more with the introduction of the Continental GT, with its bright red café-racer styling and



at Donington. I laid off for three years, then I started sidecar racing with my brother, he was already a passenger. I thought a sidecar would be safer.'

Cue wry laughter from both of us.

'It proved not to be so... We raced for 22 years, firstly with an Imp outfit, then with a 900cc Weslake. The Imp was good, it rarely blew up, although when it did it used to do it properly. But they didn't cost a lot to put right, you could get an engine from the scrapyards for thirty quid. The Weslake was fast but it was always breaking down, you're always putting expensive new bits into them.

But then my brother decided to give up, his son had started racing himself by then, so it was too much trying to do everything.

'That changed things for me as well, so I decided to build the Enfield special as a race bike. But then I looked at the class, and everyone else was riding super-quick Honda K4s, I thought I'll never beat them. So I started parading the Enfield instead. To be honest, I quite enjoy it. I get to ride the bike at all the usual circuits, but without all the hassle and stress of racing.' A sprightly 68 year-old, Keith obviously still doesn't ride slowly, as the scrub marks on the edges of

the Enfield tyres show only too plainly...

'The bike's come out well, it goes quick enough, and after the Weslake this one just keeps running and running. I wanted to see how cheaply I could put a decent bike together. I put a lot of good parts in the motor, but I shied away from a special crank, they're a fortune, and I wanted to see how it went with the standard one first. Parading is good fun, and I still get to see all my racing mates. I could race it if I wanted to, but I could also turn it into a good road bike pretty easily. So I'm happy with the way it turned out.'

I liked Keith and I liked his bike. He's spent



Left: Although the leading link front end is a truly unusual sight on an Enfield, it works well. The brake is a conventional s/s drum, well ventilated to let out the hot air

Above: The replacement primary drive looks a lot better and weighs a lot less than the original. We'd think that the rear suspension in this pic might not be kind on the behind...

Right: Although the engine does fit into the frame it was not designed for, a little gentle persuasion is required

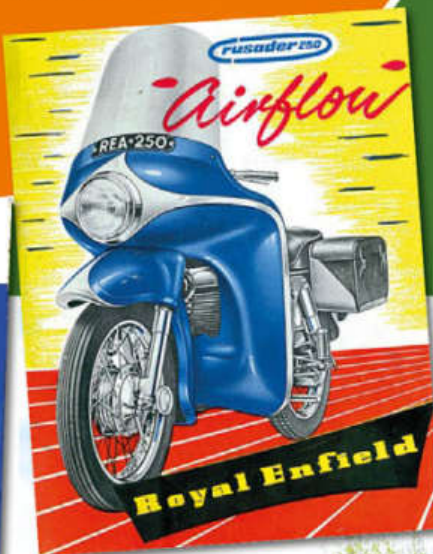


a heady 21 horses from the same basic 248cc pushrod single, proudly advertised as 'Britain's Fastest 250'. Other offerings in the class from the factory included the Airflow, a fully-faired touring model, and the road going Turbo Twin, using a proprietary Villiers 2T two-stroke engine. There were also two off-road models, the GP, a stylish volume production two-stroke road racer, and a purposeful-looking scrambler, the Moto-X, which like most of its contemporaries used the well-tested Villiers Starmaker engine. Both the off-road models were fitted with types of leading link forks, although neither

of them was the same, and each different again from the forks fitted to the Super 5. And just to add to the mix, there was also the Olympic, a 'rockered' version of the Super 5, still with leading link forks, but with drop handlebars and a smaller front mudguard. Spoilt for choice we were back then...



TURBO TWIN
An exciting new model of championship class. The new Villiers 4T two cylinder two-stroke power unit mounted to the famous Royal Enfield frame, produces a superb, smooth power, magnificent steering and braking combination with first-class British workmanship makes this model the natural choice of the rider who seeks effortless performance and value for money.
FINISH: Flame/Cream.



money where he needed to, saved it where he didn't, and ended up with an excellent result. With the big alloy motor in the svelte chassis, it has a sort of Goldie-meets-Greeves-Silverstone aura to it, yet at a fraction the cost of either and with a uniqueness all its own. It's definitely pure classic racer, but Keith is right, it would also make a cracking road bike without too much work. It all hangs together in a nice cohesive manner, belying the mix of parts. Suitably unusual, delightfully quirky, slim, simple, purposeful, yet attractive and desirable – charismatic qualities for any motorcycle surely...? **Rc**

Keith Latheron and his remarkable RE. Looking happy, as you'd expect



The Bulsader's back end has been as neatly reworked as the front, with the rider's rests tucked well back, and the crankcase's breathing demands taken care of



up to
33% CHEAPER
up to
50% MORE GAS
and still
100% RENT FREE

www.hobbyweld.co.uk
info@hobbyweld.co.uk

The Number One Rent Free Gas Cylinder!

Join 1000's of customers saving money with a Hobbyweld Rent Free Gas Cylinder, available from over 200 agents nationwide. Simply select a gas, find an agent, purchase your cylinder and refill when required!

- A low, one-off, refundable deposit
- Compact, lightweight and portable
- Save £100's yearly on rental charges
- Save £300 per bottle vs. disposables
- Simply pay as you go for your refills
- Refills from as little as £25.00



QUOTE "REAL" FOR YOUR FREE INFORMATION PACK!

CALL 0800 433 4331 **HOBBYWELD** 



For all Enfields, old or new.
Bi-monthly magazine,
machine specialists and
machine dating service

To join, please email
membershipsecretary@royalenfield.org.uk
for information, or visit our website and
download an application form
www.royalenfield.org.uk

Royal Enfield comes to South London

Hartgate of Mitcham

020 8648 5395/020 8640 8862
www.hartgate.co.uk

Demo available

ENFIELD RANGE IN STOCK
INCLUDING THE NEW
GT CONTINENTAL



ROYAL ENFIELD

www.hitchcocksmotorcycles.com

**Parts for all post war Royal Enfields -
including 250 & 535 GT Continental**



- ♦ **Performance parts, accessories & spares**
- ♦ **Exclusive range of customising parts for 535 GT Continental**
performance kit, sports silencer, flyscreen, black alloy rims, colour-coded fenders, etc.

Hitchcocks Motorcycles



Rosemary Court, Oldwich Lane West, Chadwick End, Solihull, B93 0EY

www.hitchcocksmotorcycles.com ☞ email: info@hitchcocksmotorcycles.com

Phone 01564 783 192 Fax 01564 783 313 ☞ Opening times: Monday—Friday 9am—6pm



worldwide mail order ☞ fast despatch ☞ friendly service ☞ expert advice

LOCH NESS RESTORATIONS

Scotland's Premier Classic Motorcycle
Restoration Service

Located in the Scottish Highland capital of Inverness
All classic motorcycle restoration work undertaken
All motorcycle repairs/servicing undertaken, inc. complete
engine rebuild/refurbishment

Grit & bead blasting - Welding - Powder Coating

Electrical Specialists - Alton distribution agents



Scotland IV3 8JG. Tel 07748 287618

www.lochnessrestorations.com

email: info@lochnessrestorations.com

CLASSIC RACKS

STAINLESS STEEL LUGGAGE RACKS

No drilling or welding required
Supplied with all clamps & bolts

**NORTON COMMANDO
FASTBACK £80 + P&P**

**ARIEL RED HUNTER
& HUNT MASTER £65 + P&P**

HONDA 400/4 £75 + P&P

Phone for other models:

07742 611811

www.classicbikeracks.co.uk



AVON
ENGINEERING SUPPLIES LTD



Any tap, any die. **Any where.**

It's what we do. It's all we do. Isn't it time you chose a specialist?

01454 324546 avontapdie.co.uk

The home of Royal Enfield in Birmingham

JC Motorcycles

Good old fashioned family values



DEMONSTRATORS ALWAYS AVAILABLE

Tel. 0121 707 4879 Email. rob@jcmotorcycles.co.uk

JC Motorcycles

365/367 Stockfield Road, Yardley, Birmingham B25 8J



PART
ONE

TOP OF THE WORLD



Fifty years ago, Jeff Smith MBE claimed his place in history and the FIM 500cc World Motocross Championship title. Odgie celebrates this anniversary with a potted history of the man who made history. And of a life well lived...

Photos: Jeff Smith MBE, Mortons Archive

*Just inches away from
a soft landing in 1955
British Motocross GP*

Right: Before his BSA years, Jeff Smith rode for the Norton works team. And before that, he rode his dad's old Norton in trials. We think this pic from a Scott Trial shows JVS astride one of those Nortons, in the stream



As it happened, 1965 was the last time a four-stroke powered machine would win the motocross world championship for decades. Who knew then that this would cement in time the end of the Great British bike era? It's no coincidence classic scrambles are labelled 'Pre-65'.

Younger riders can struggle to grasp just what an impact the BBC Grandstand scrambles series had on, well, all of us older generation. Created in 1963 – although it somehow seems even older than that – the winter scrambles captured the imagination of a huge audience. TV itself was still in its relative infancy, outside broadcast even more so. Everything was shot live and broadcast as it happened. Saturday after Saturday we'd gather round the TV as a family to cheer on our particular favourites, a pastime shared around the nation. Arthur Lampkin, the Rickman brothers, Jeff Smith, Dave Bickers, Vic Eastwood, Badger Goss, these were household names long before the cult of celebrity was ever invented.

A whole generation grew up absorbing the cut and thrust of the brave, nay seemingly fearless men, fighting their bucking motorcycles as they slithered and bounced around the demanding natural circuits in the thick mud. With Cuerden Park less than a mile from where I lived, if I heard the sound of distant motorcycles on the wind, I'd pedal down there, paddle across the River Lostock to get in for nothing, and be enthralled. Needless to say I'm still racing motorcycles on dirt to this day...

Fast forward a good few decades. I received an email from a nice lady in America. Chris of Motorsport Publications, supplier of RealClassic to our colonial cousins, wanted some copies of my book. Business duly completed, we chatted on. Funnily enough, her dad used to race BSAs when he was younger and lived in the UK. When I mentioned I'd just started campaigning a Can-Am in classic scrambles, she mentioned that he used to race those too – no great surprise, a popular bike in the States. The mails flew back and forth, she mentioned Dave Bickers, I sent that classic YouTube clip of the him dicing with Jeff Smith at Canada Heights in 1965, and then she replied, 'Yes, my dad never forgave Dave for that.'

Eh? And then it clicked, Chris Smith – I was only corresponding with Jeff's actual



daughter! I sat quiet and stunned for a little while, both humbled and awestruck to be in the proximity of an incredible legend. Such is the impact of the childhood hero, well over fifty years later...

Jeffery Vincent Smith was born in 1934 in Colne, England and grew up during World War Two. His father was a trials rider who brought home an old two-stroke Triumph for young Jeff when he was nine.

'This was the last two years of the '39 to '45 war, so gas was rationed,' Jeff recalls. 'From time to time my father would give me a pint of gas and I would ride the bike around the field at the back of the house. I recall coming home from school and riding from about 4 o'clock until it got dark.'

After the war, Jeff's father bought him a 125 BSA Bantam and he began riding in local trials events. His father also had a Norton trials machine he occasionally let Jeff ride. In one incident, famous in the Smith family, his father encouraged him to ride through a particularly tough section in third gear. Jeff cleaned the section, but was in second gear. His father got on the machine to show his son what he was talking about.

'He approached the hill in third gear, and of course he had to continue in third because that was the gear that he had decided that the hill should be completed in. And he fell off in a very spectacular fashion and broke his finger. As he was lying underneath the machine he said, "You can have the Norton now, because you obviously know what you are doing."'

That much was certainly true, and Jeff was so successful on the Norton that the company asked him to become a works rider in 1952.

With his undoubted talents in demand, Jeff moved to BSA, and won the British Trials Championship for the company in 1953 and 1954. Jeff not only rode as a BSA factory rider, but also worked in the factory.

Like many riders of the time, Jeff also competed in scrambles; it was common to split the year between trials in the winter and scrambles in the summer. Although he had some success in local British scrambles, he wasn't regarded as a genuine scrambles ace. So when Jeff was asked to race in the Dutch motocross Grand Prix it was more a case of adding to the numbers of the already impressive BSA factory team. No one seems to have informed Jeff of that part, however and, seizing the day in no uncertain fashion, he beat all the established Europeans and won the event.

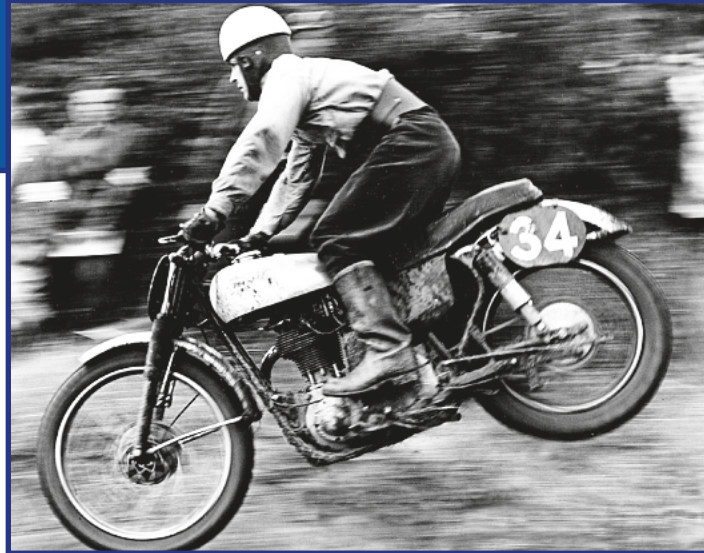
'Fortunately it rained like mad, so it was really more of a trial than a motocross,' Jeff says somewhat modestly. 'But when I got back, the head of BSA racing told me that perhaps they should let me race in more scrambles and motocross events.'

Jeff's win wasn't a mere fluke, and the company's faith wasn't misplaced. Shortly afterwards he won the Experts Grand National, a major UK scrambles event, and in 1955 he won the British Grand Prix. Still aged only 21, Jeff Smith's racing career was already firmly under way.

Much of the above can be gleaned from any history book. As a curious scribe with a nosey nature, suddenly presented with one of life's golden opportunities, I wanted to find out more about the man behind the story. Here goes then... ➤



In 1952 the 17 year-old JVS made the Norton works team alongside Rex Young, Ted Breffitt, Johnny Draper, and Geoff Duke. here he is at the Scottish Six Days Trial on the 500T



JVS worked in BSA's comp shop during the week, and rode the results at the weekend. Here he gives the Gold Star a spin at the 1954 Experts Grand National

O: It must have been quite something to offered a factory ride, for Norton, at such an early age. Was that commonplace or exceptional back then? Were the factories looking out for new young talent? Did it feel like a responsibility you had to fulfil, or was it more a carefree way to compete without expense?

JVS: 'Norton were not in the habit of hiring young talent; in fact, 1952 was the first year that they had a full off-road team. It was also the last year! The team was Rex Young, Ted Breffitt, Johnny Draper, and Geoff Duke when he was not otherwise engaged, and I was certainly the youngest at 17. I was selected for Norton partly because my father pushed me onto Norton – he was a very pushy fellow, unlike me what is very 'umble!

'I was always very serious about riding, and was delighted when Norton paid us a standard fee for every event. No matter how far away it was, we always got £8 per event. When they were close I made £6.50 profit. And when they were far away, sometimes it consumed the whole eight pounds... but not often because we all lived in the same room. I actually slept in a room with all the rest of the team. Ted would get his own bed, and Drape and I had to share a bed, Rex stayed in another bed – once Drape and I rigged a rope to the legs of Rex's bed and would pull the leg out at random while he was falling asleep to torment him.

'For a First Class award, I'd get an extra five quid; a team prize would earn us £5 each. We were well paid, and I had a lot of fun with them learning things I shouldn't know. During the Norton days, I rode a camshaft 350 up Red Marley faster than anyone else that day and

won £15, and in trials I rode a 500T. Prior to riding for the team I won an ISDT Gold Medal on a Dominator in 1951 at the age of 16.'

O: What prompted the jump to BSA? Was it a better bike, better terms, better prospects? And what job(s) did you have in the factory?

JVS: 'The reason I left Norton was because they sacked me along with all the rest of them, including Drape who'd done the best of the lot of us. My father had to do another talking job to Burt Perrigo, who explained he didn't have a machine for me but if I paid £100 he would find one for me, and if I did well he would give me the £100 back. Which they did at the end of the year, plus a bonus for being the winner of the ACU trials star.

'I started my five-year BSA apprenticeship in 1950, which means I rode for Norton while I was working for BSA! They kept me in the service department until I finished riding for Norton, then sent me to the E-section (production machining), mechanical test, the tool room, the Gold Star engine shop and then Gold Star build, and finally the competition department. I rode a rigid Goldie 500 in trials until 1959 when I started riding a C15 in trials. In motocross I rode a 500 Gold Star until about 1963; from then on I rode various iterations of the B40 which ended up as a 500 in 1970 known as a B50. 'Chris Smith: 'He still creeps around my farm on all of those models...'

O: You obviously had a huge degree of natural talent, but how did that transfer into being a development rider? Did you have an innate ability to give feedback, or did you have to study and learn the technical aspects? And how responsive was the BSA factory to your input, did they take it on board or did they 'know best'?



Grand plans didn't pan out in 1966, but that didn't stop JVS trying at the British GP with considerable determination...



JVS became World Champion for the first time in 1964, in theory riding a 500 Beesa; in practice it was 420cc



JVS: 'Initially, all I had was an innate ability to ride a motorcycle. Mainly because my father wanted to live vicariously through my performance, and he made sure that I learned the elements of riding well. I needed to have some mechanical ability beaten into my head before I could make reasonable suggestions as to how the motorcycle might be improved. Fortunately, I was an apprentice at BSA and not only did this include working at the factory, but also required attendance at Aston Technical College. So, although it was difficult for them to drum knowledge into me, some of it stuck and I was able to recognise some of the problems and explain them to the best competition manager I ever had, Brian Martin. In the competition department we had a great deal of leeway, except if the management recognised that we had strayed too far from the standard motorcycles they would insist that we brought them back – visually at least – to what they were putting out.'

O: You had a reputation as being 'kind' to motorcycles. Did this stem from a degree of mechanical sympathy or was it just a natural riding style? The world championship was awarded for the best seven out of fourteen rounds. Was this because of the bikes were unreliable then, to prevent breakdowns ruining championship hopes? Or was it just the way things were done – maybe a hangover from when competitors were more privateers and not factory riders, so less able to travel?

JVS: 'My "kindness" to bikes was both of the things you mention. I always believed that you should win a race at the slowest possible speed. Which meant that if you followed the second man – who didn't know he was the second man until the last lap – and then passed

him, not only did you preserve the machine but you also preserved yourself. I don't know why they scored the championship that way, to be honest. I wish they had counted all the events because in 1964 I won seven, finished second in six and third in one, and would have been world champion long before the last event if they had counted everything. Eventually the system was changed so that all races in the championship counted.'

O: I heard tell that you once put the bike in the back of a Morris Minor pick-up and drove to Czechoslovakia: is that true or just a legend? Did you have hotels, or tents in the paddock or sleep in vans? Did you have many mechanics or managers?

JVS: 'We had various vehicles over the years. Sometimes we travelled in a Dormobile (in which we used to change drivers at 69mph) a Morris Minor, a bigger Morris, but mainly Austin 40 pick-ups, and eventually a Wolseley three-litre with trailer, and at the very end a Mercedes with trailer. Continental travel was horrible because you had to stop at every frontier, and you had to have different currency to get through every frontier; the roads were bad, and you couldn't joke and laugh at the frontier. I was travelling with Tibblin once – I was in my vehicle and Tibblin was in his – and he had a tank embedded in his trailer containing diesel fuel. We arrived at the Austrian border at 3am. "Was ist das?" the guards asked. Tibblin said "Cognac" and that took five hours to resolve!

'Most of the time I raced in Europe, there were only three super highways. Part of the German autobahn system existed; in Italy there were several sections of autostrada; and the Jabbeke highway was between Brussels and Ostend. Otherwise, we drove on narrow cobbled roads, some slightly better highways, and occasionally

even dirt. And once on a freshly-laid tarmac road on the way to Kiev, because Arthur Lampkin was his usual difficult and truculent self. "We're not bloody waiting any longer," said Arthur, as they chased us with pitchforks, and we kept going faster and faster as our wheel diameter expanded with tarmac. We arrived a day and a half ahead of everyone else.

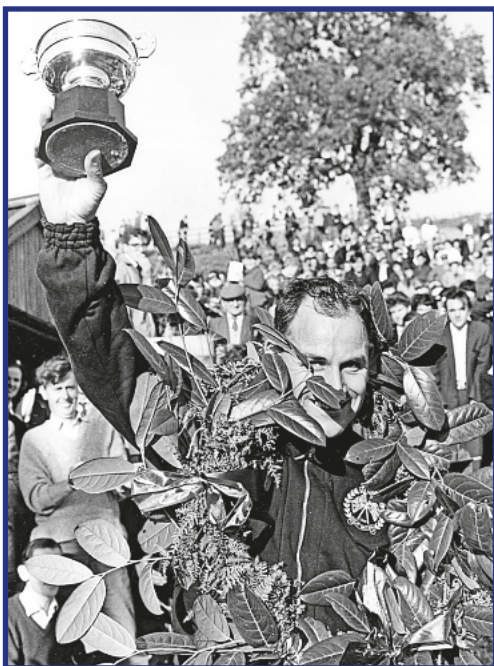
'By the end of my BSA days, we would roll the bikes on a plane at Southend then fly to Ostend, where Dave Bickers had a caravan and a vehicle which we'd load the bikes onto and go on our way – we were just concentrating on making money then and having fun. On the continent, we slept in hotels, no tents. I never liked camping and always said if motorcycling won't pay for a night in a decent hotel, we'll stop bloody doing it! ➤

By 1953, JVS was riding for BSA and everything was totally under control. Almost everything!





Another year (1957), another trial (the Bemrose), another Gold Star. Smith's world championship wins in the mid-1960s didn't just happen overnight...



Lifting the silverware for the second time in 1965



Posing for the BBC cameras in 1969



'Prior to 1964 it was just me and various travelling companions looking after our bikes, no specific mechanics. From 1964 on, John Harris was my mechanic, a good friend and also a good rider in his own right.'

O: Which title gave you the most satisfaction and happiness, the 1964 world championship because it was the first? Or the 1965 one, because backing it up always proves a bigger point? And do you have a favourite race? Mine's Canada Heights 1965 – but I probably shouldn't mention that, I hear Dave was only recently forgiven...

JVS: 'The 1964 world championship was the most satisfying because I was approaching 30 years of age and was delighted I'd finally made it. At the end of '64 I actually announced I wasn't racing the next year, but then greed overcame my pride and I went racing in '65 anyway. The only race that I'd have to call a favourite was the Spanish GP in 1964, but I think David did very well at Canada Heights by beating me with a back wheel.'

O: After those notable wins, 1966 didn't go according to plan, did it?

JVS: 'BSA very much wanted me to win a third consecutive championship. They assigned a team of engineers and put together a programme to build the most technically advanced motocross bike ever assembled. But then things went awry because not all of the engineers were motorcycle engineers and

somehow the whole project got out of hand. Too many cooks spoil the broth I'm afraid and unfortunately the machine. It eventually became successful; it would eventually become the B50, but it took four years for that machine to become successful. So we had the whole year in 1966 when we had many problems with the bike on the racetrack. We were really developing the machine at the Grand Prix events and that's not the way you should do it.

'The idea was to build a full 500cc machine, since I had raced a 441 in '65 and a 420 in '64. The machine was to be very largely composed of titanium. This would make it a super lightweight 500. The weight was expected to be around 200lb, utilising disc brakes, a new fork design, titanium tubing for the frame and swinging arm, and many items of titanium in the engine. Even the lower crown on the steering was to be a titanium forging. Unfortunately we (I was a member of the design committee) did not begin work until well after the 1965 season.

'Titanium was a new concept in motorcycling, so there was a steep learning curve. Various parts were designed; wheel spindles, the lower crown, frame, and swinging arm, and manufacture began in November, after various drawings had been produced. By early January we had many parts, although not all available for building. Items like magnesium crankcases, which were very complex, were not available until January.

'The frame was particularly difficult to manufacture, because titanium must be welded in an inert atmosphere which



Left: Comparing notes with journalist Peter Fraser in 1963

Above: By 1968, the bugs were out of the B50

Right: ...and a lucky few could even watch JVS in colour on the telly



required some special encasement. There was no chamber large enough for a complete motorcycle frame to be welded. Hence, the front section and the rear section had to be joined out in the atmosphere. This was done by forcing an inert gas to flow over and through the areas to be welded, which was not an ideal situation. One of the problems with titanium is that it has twice the modulus of elasticity of steel, and therefore crystallises and breaks unless welded under ideal circumstances. The frames suffered serious breaks at welds around the saddle nose and other areas.

'During the early build of the machine, we had to discard things like rocker arms and other engine internals because of the high galling effect of titanium running against other metals – and particularly bad running against itself. The solution was to put more carbon into it, which made it heavier and heavier, so you might as well have started with steel to begin with.

'March was the very first race, and the bike was untested – we took it to the Hants GP where I finished second to Don Rickman. The bike was obviously not proven. We developed the machine over the course of the season. Earlier bikes I had success on had been developed gradually over several years, but the 1966 bike was all new, redesigned but untested.

'I only won one Grand Prix on the titanium machine, the Russian GP in Kishinev, down near the Black Sea. During the first race, the saddle tube on the right side cracked the main tube, and oil began to leak out. It was over 90 degrees that day, and they

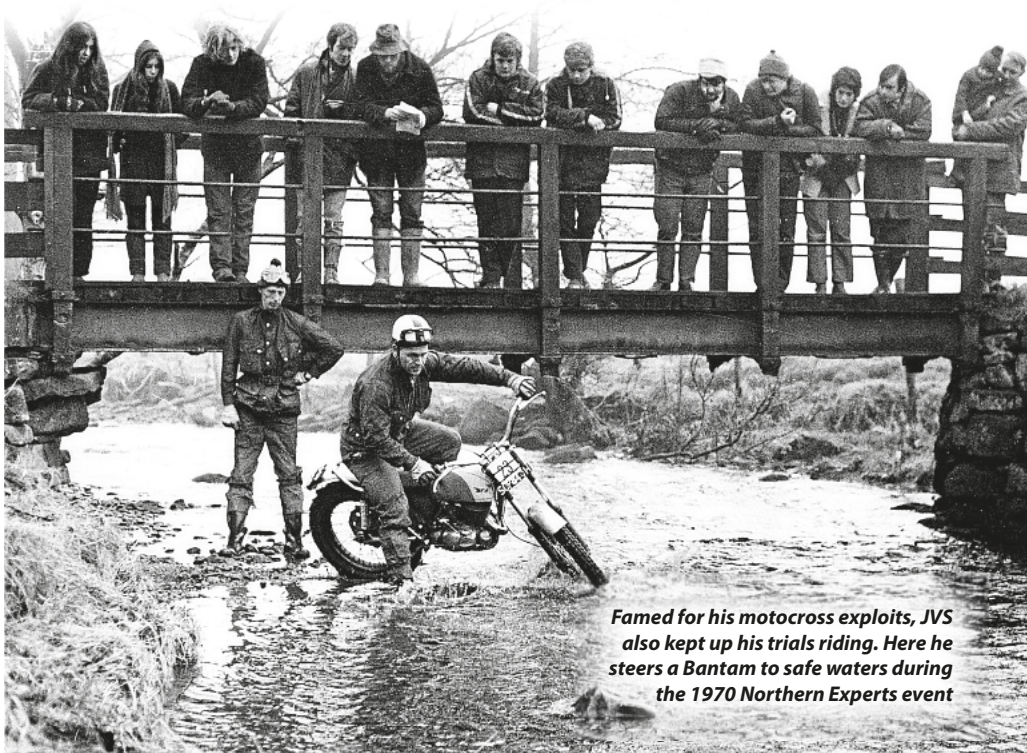
postponed the second race until about 5pm, so during the interval I worked on the machine and solved the problem by using duct tape. A lot of it!

'Obviously this couldn't solve the problem but at least it didn't look as frightening when I was actually racing.

'When finally the B50 was done, with the Reynolds frame and the debugged engine, it was a great machine. I have no doubt whatsoever, if I'd had the developed bike, I would have won the championship – but that's not the way it was!'

O: Then a whole new era opened up for you in America. We'll get into that more next month, but how did that come about?

JVS: 'Sometime in 1971, I was visited by a representative of Bombardier, a Canadian snowmobile manufacturer. His name was Robison, and he was in charge of building a series of motorcycles for the company. Snowmobiles were a big thing in North America, but unfortunately only sold during the winter and the company had determined that a motorcycle would make sense to fill in ➤



Famed for his motocross exploits, JVS also kept up his trials riding. Here he steers a Bantam to safe waters during the 1970 Northern Experts event



Left: 'Smithy' and Arthur, joined by Dave Bickers

Above: Jeff Smith MBE and Arthur Lampkin, rather more recently

the sales gap. The machine at that time was going to be called a Bombardier. But the world 'bomb' in the beginning of the name seemed to be unfortunate! Eventually the machine was named Can-Am as in Canada-America which is where most of them would be sold.

I visited Mr Hopwood, the MD of BSA, and explained that I had been offered a job in Canada as development engineer. He told me BSA was certainly going bankrupt and that he wanted to pay me a severance and he wanted to include two bikes and a year's worth of spares. I accepted this, and asked for the 1991b 250 we'd developed, in addition to two 500s. That very morning I went straight around to Vale Onslow's with the 250 in the back of the pick-up, and offered it to them for "£1 for every cc" – which wasn't my brightest move!

I flew over to Quebec in December and discussed Bombardier's project. The wages they offered were more than I had earned the previous year from working, racing and writing, about £6000 – a lot of money when the average wage at BSA at that time was £1000. I flew home from visiting Quebec in the dead of winter, and I didn't really want to go back because it was so bloody cold there. A cable came asking me to report there by mid-January, on a three-year contract as a development engineer. We'd be back in three or six years, and Bombardier would pay to

move the family there and back at the end of the contract. I said to Irene, "It's not a life sentence you know – we'll go home in a couple of years." But life was too easy in North America, and we got used to the good life, so we never came back... except for visits to reinforce the reasons why we'd left! Things were very bad in England at that time – it was a good time to leave, and the press was not unkind about my departure. **Rc**

NEXT MONTH: building a world-beater for Bombardier



Jeff's last season for BSA, in 1971. Still stylishly giving it absolutely everything

ELECTREX WORLD LTD

Complete Ignition Systems for Classic Motorcycles



STK-010
fitted to B40
engine



CDI IGNITION ONLY TRIALS MX SYSTEM

BSA: B25, B40, C15 (STK-010)



CDI IGNITION & LIGHTING SYSTEM

Triumph: 3TA, 5TA, T120 | BSA: A65 (STK-102D)



FULL RACE CDI IGNITION SYSTEM

Yamaha: TZ350 (STK-043)

We manufacture a large range of high performance ignition & alternator systems for road, race and off road. Our specialization is producing self generating ignitions - so no battery required.

Most components are manufactured within our factory in Oxfordshire, England, where we have extensive CNC machining, coil winding, electronics assembly & injection moulding capability. This allows us complete flexibility to produce new products and improve existing designs whilst maintaining quality control.

FOR OUR FULL RANGE OF CLASSIC IGNITION & LIGHTING KITS PLEASE VISIT OUR WEBSITE



www.electrexworld.co.uk

Units 43-46 Vanalloys Business Park, Stoke Row, Oxon, RG9 5QW
Tel: 01491 682369 | email: info@electrexworld.co.uk





Daisy the Triumph Speed Twin and her heroic assistant, Graham Ham, continue their epic exploration of sheds and the men who inhabit them. This month they met up with Guy Redshaw...

Photos by Graham Ham



SHED QUEST

When we got the email from Guy Redshaw nominating his shed for the mighty quest, we were immediately confused, because it appeared to have been sent via a mail relay in ... Switzerland! Then, having read the thing, we were further intrigued when it became clear that although Guy does indeed live and work in the land of Chocs'n'Clocks, the shed in question, his shed, was actually in North Yorkshire. All a bit confusing, so we felt the need to clarify matters somewhat and sent him a request for said clarity.

'Yes, I'm in Switzerland but yes, the shed is in Yorkshire, which isn't a problem. If Graham wants to visit it I will come over, and I'll invite some others. I've a few mates with old bikes or old cars and there's a few musicians amongst 'em too, so we'll have a bit of a party!' I should have realised, right there, that this was going to be a memorable shed visit, and in the event it was. But not only for the reasons you might, by now, be thinking!



Left: A delightful yard, with...

Below: ...something that demanded attention





So ... nestling in the rolling Yorkshire hills, somewhere to the northeast of York itself, there is a quiet little village, a hamlet almost, of the sort that you'd never normally stop in. There would be no reason to; there's no shop, no pub (at least, not that I found) and although there is a church, the place is basically a gentle rural road with a few cottages and farm buildings dotted around. By the time you've ridden into it, thought 'this is nice', you've ridden out of it again and as I stopped at one end of the place, I half expected to see tumbleweed bowling gently along the road. I didn't encounter any but neither could I see Guy's cottage, even after several passes, and it was lucky that I could, after only a wee while riding around, find a tenuous phone signal.

Turns out I'd ridden past the place three or four times, and not only had I failed to identify it, but Guy and his folks, waiting patiently for my arrival, had failed to hear or see me pattering around! No matter, find it I did eventually and, bumping around to the yard at the back, I was very glad that I had. Guy had a pub in his shed! Correction; Guy had turned one of his sheds into a pub, sort of, and another into a music venue, sort of, and ... and ...

I'll start again. There are two main sheds, plus an open sided shed-like byre/barn/woodstore and finally, another smaller shed. They're set in the most delightfully rustic yard at the rear of the cottage, and although 'shed one' did actually contain some bikes (we'll come to them later), 'shed two', normally used as a general store, had been cleared somewhat and now sported a large barrel of ale, a bar-pump (for dispensing the aforementioned tonsil-wrangler) a table and



Above: Bessie and Daisy. Both made in 1948 and...

Right: ...a spookily similar 'driving' experience!



lots of glasses, while the byre/woodstore had been kitted out with amp, speakers, microphone stand and, if I wasn't very much mistaken, a collection of guitars. Guy hadn't been joking when he suggested that he was going to throw 'a bit of a party' then!

Finally, the small shed belongs to Mrs Redshaw, Gwen, and contains a mighty collection of more ... er ... feminine stuff (am I even allowed to say that, these days?) ...and we'll come to *that* later, too. But there was something else out in that yard, something that demanded my immediate attention and made, at least in the short term, the sheds a secondary consideration; Bessie.

Bessie is a classic, made in the same year as Daisy (1948) and every bit as gorgeous, albeit she was designed for an entirely different purpose and an altogether different market. She's a Ferguson TE20 tractor and Guy only bought her because 'she was there, and I could,

so I did', which is as good a reason as any, surely. Bessie had been owned by an agricultural engineer for many years, and had benefited from a full restoration during his stewardship, which meant that Guy could get right on with the serious business of, in his own words, 'just bimbbling around in the local rural lanes, taking part in the odd country show or entering a ploughing match or two.' Well, you would, wouldn't you? But then Guy, clearly up for a little light afternoon mischief, put me on the spot. 'Fancy a drive? Go on ... give her a go ... take her round the village.' And if that prospect wasn't scary enough, he added the fateful words 'she won't break!' Well, in for a penny an' all that, so up I climbed ... Oh Gawd.

It turns out that driving an old agricultural wosname is altogether similar to riding an old ... er ... no, hang on, although she's named after a cow I can't really call Daisy agricultural. But you get the idea; the



Ah, bless



The shed 2 bar and...



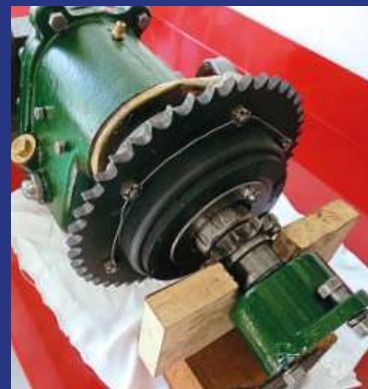
...Guy Redshaw, the shed 2 barman!



A JAP engine. Thoroughly distracting because...



...it goes with this, which...



...ain't no ordinary motorcycle layout!

ponderous chugging of the Ferguson, the clunky gears, the transmission whine, the big flat steering wheel and even the seating arrangements all make for a strangely familiar experience if, like me, you are used to riding around on a rigid motorbicycle with a sprung saddle.

It has something else in common with our favourite mode of transport too, which is simply that it has the grin factor. There is one big difference however. With a top speed of around 15mph, you don't need too much in the way of hazard anticipation, or setting up for bends, and you certainly don't need to be constantly working the gearbox or any of that malarkey; once you've got it going, you can just sit there all day long, look around, take in the world as it trundles slowly past, grin a lot, so forth, and on *that* subject Bessie has the most splendidly heart warming yarn to share...

A few years ago, when opportunity knocked and the Redshaw family found themselves contemplating that move to Switzerland,

the question arose, 'What to do with Bessie?' Although the family home was going to stay in the family, there was nowhere to securely store the little classic tractor, and none of Guy's many friends and acquaintances had anything suitable in which to park her. Guy didn't possess the sort of trailer required to haul something like Bessie around the landscape, nor did he possess a vehicle that could tow them and the cost of a commercial haulier to do the job was simply unthinkable. On the face of it, if no arrangements for her security could be made, she'd have to go, but in that peculiar way old machines have of getting under our skin, Bessie had thoroughly infected Guy's normally very rational thought processes and he couldn't quite bring himself to make the decision to sell her. Time however, just like diarrhoea, waits for no man and crunch time soon arrived. With no answer to the problem having presented itself, Bessie really was going to have to go! Then, borne of desperation, a proposal was put to Guy.

A wacky, nutty, preposterous proposal, and one to which, therefore, the only conceivable answer was ... 'Yes!'

Gavin Redshaw, Guy's son, was 17 years old at the time. He was carving out an existence as a gigging, busking blues musician and it was he that came up with the answer to Bessie's woes. 'I'll drive her to Switzerland, Dad,' he suggested. 'I'll see if I can't busk my way there, sing for my supper and a bed along the way, or I'll just kip under Bessie!'

As I said, a properly nutty proposition, but one that struck a chord with Redshaw senior and that's exactly how it went. As the rest of the family set off by more conventional means, young Gavin climbed aboard the little vintage tractor and pointed her wheels towards Dover. The exuberance of youth, eh? Hurrah! So how did that memorable trip go? I wondered, and luckily Gavin was out in the yard so I could ask him.

'I had a ball,' he answered without hesitation. 'It took just over three weeks to



Left: Guy is a man who likes the lane green. Above left: Just how much fun could you have on these? Above right: Possibly the sweetest Yamaha I've ever seen.





Proud father and son Gavin explain

get to Switzerland, at an average speed of about 10mph!

Blimey, even Daisy, with the wandering idiot in the saddle, manages better than that! But what about that plan to get fed and bedded along the way. How did *that* go?

'It was great. I'd drive Bessie all day, and sometimes they were long days, but most evenings I found a suitable looking bar, then I'd go in and offer to play in return for beer and food. It was summer, so I wasn't bothered about a bed because it was no problem either camping in the yard or sleeping under Bessie. Pretty much every place I tried agreed, and I rarely went without a good meal and plenty to drink. I had a great time!'

What a bloody marvelous yarn. That's a proper free spirit, is that, and I dunno about you lot but I'm having to fight off the temptation to go looking for a Ferguson and point it towards lands foreign! Then again, I'm the musical equivalent of a partially blocked nostril, so I'd no doubt starve if I tried to do what the young Gavin did.

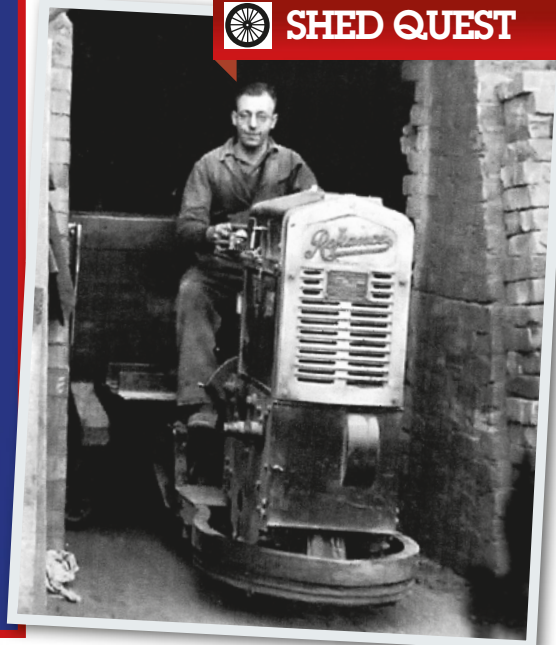
Now, I'm sure some of you are grumbling that this is meant to be a motorcycle magazine, not Classic Tractor Monthly, and of course you'd be quite right so we'll move on. After trundling around in the village, I managed to park the delightful Bessie back in her slot in the yard, and with a bit of time to spare before the other folk began to arrive, we went and had a poke around in shed 1.

What became immediately apparent was that Guy obviously has a bit of a thing for the lane green. He's got quite the little collection of decent trials and general off-road iron, all of which are getting on a bit, but all of which are in pretty pristine condition. He also has the sweetest Yamaha RD250 stroker I think I've ever clapped eyes on. A couple of exotic 350s (1987 Ossa and 1983 Bultaco) sit in perfect harmony with a 1983 Honda XLR 500, and the 1975 Yam just rounds things off nicely.

I commented on the fact that up here in Yorkshire, with its abundance of leafy lanes, tracks and farmland, the particular choices of ride made perfect sense, but Guy put me straight. 'They've only recently taken up residence here,' he explained. 'I bought all of these bikes in Switzerland, when we were renting a farmhouse over there.' Ahhh... 'The mountain tracks over there are fabulous and great fun, but tough going, so the bikes had to be up to the challenging conditions.' I had a vague flashback to the film *The Sound of Music* at this point, or at least the escape-over-mountains scenes, but Guy was talking again. 'But then we had to move, and the new place didn't have any suitable place for the bikes, so I repatriated them all to the UK where, you're right, there are plenty of suitable tracks and lanes.' He might have said more, almost certainly did, but I had become distracted. 'What,' I asked, 'is *that*?' ➤



Gwen Redshaw with her little shed (and a pint!)



This is what the end result should look like: the Reliance pallet truck



A spoke rack and...



...a puncture repair...



...dispenser!



The object of my distraction was an engine, a JAP sidevalve in fact, and although that in itself isn't overly distracting, the gearbox and transmission unit that sat on the bench next to the thing was, because it certainly didn't look like a conventional motorcycle layout. As both pieces were clearly part of the same project, and knowing that JAP engines had, over the years, found themselves deployed in all manner of weird and wonderful contraptions, I simply had to know more. I'm glad I asked, because the Redshaws had

another delightfully interesting yarn up their collective sleeves.

Guy got the tale rolling. 'This isn't just a project, it's a bit of interesting family history,' he began, which got me hooked from the off. 'Our family has a long association with engineering up here in the north, and back in the day they established a fairly successful business manufacturing a range of tractors, trucks and lorries over a number of decades.'

Right. But hang on, this little JAP engine

couldn't be from a tractor or truck, could it?

'Oh yes. It's from a Reliance petrol truck, of the type used for internal factory or yard work. There were several different types, including pallet trucks and lift trucks.' Aha. Gavin had joined us by this time, and he took up the tale from there.

'We wanted this particular type because they're pretty rare, and it took quite a lot of searching but eventually this one turned up in Cornwall.' Blimey, they got around a bit then?



The woodshed,
which became...



...write up me notes in style!



Random three legged cat pic

'Oh yes. But this one's come home now and we're going to restore it to its former industrial glory.'

It's a shame, but the rest of the truck was stored elsewhere so I couldn't see it, but Gavin had been scrabbling around in a drawer as he spoke, and shoved an old black'n'white photograph at me, which I'll share with you lot. 'This is the truck we're restoring and that's what it should look like.' Marvleus. I'd love to see it when it's finished.

But time, as always, was pushing along and

the sound of an old engine outside heralded the arrival of other folk into the Redshaw yard. Pausing only to gaze at a couple of period fixtures on the wall of shed 1 (an old bicycle shop spoke-rack and a puncture repair dispenser) we went out to get the party under way.

But I'd neglected the final shed, Gwen's shed, and there she was in the doorway with a basket containing who knows what, so I had to go and have a nose. It was full of old cookery stuff, utensils of a bygone era, delicate vases,

old pots, historic jugs ... you name it.

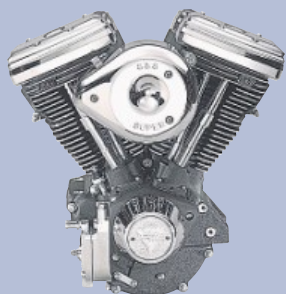
'It's my little space,' Gwen told me (with a full pint from the shed 2 bar in her hand). 'The boys have their sheds, with their things and this is my shed with my little things.' Attagirl, you tell 'em! We were distracted by the arrival of an immaculate E-Type Jaguar, however, followed in short order by an A10 combination, a 1950s British built Citroën Avant car, and a wonderfully mile-worn BMW R80. Gwen had an immense (and truly tasty) curree under construction, so she went to attend to that, and there was a gap in my hand where there should have been a Shed 2 ale...

Well, what can I tell you? The evening was an absolute hoot. I sat in the E-Type, with difficulty it has to be said (almost needed a crane to get me out of the thing again!) and decided to adopt a safer way of passing time – that of swapping yarns with other motorcyclists. On that score, there was no shortage and the time simply shot past. The ale was good, the company even better, the curree sublime and the music? Let's just say that I suddenly understood why young Gavin had encountered no problems getting fed and watered as he and Bessie meandered their way across Europe. A gifted and energetic blues musician he certainly is, and on that evening he was supported by another, entirely entertaining folk singer. And so it went; it really was a good party, meaning that for the third time on the Great Shed Quest your scribe became a little ragged round the edges and it's fair to say that the best description of my general demeanour in the morning (if you wanted to be polite) would have been 'a bit mouldy'.

Thanks Guy, Gwen and Gavin. A truly interesting visit, on so many levels! **Rc**



...a mean Blues joint!



Matts MACHINE SHOP



01443 742791

www.mattsmachineshop.co.uk



Because every industry has a leader



FULL MACHINE SHOP SERVICES

- Vapourblasting
- Cylinder Heads
- Rebores
- Pistons
- Crankshafts
- Thread repairs
- Fork straightening
- Wheel building

SPARES

1000's of parts for:
Triumph Twins,
Harley-Davidson
from L.F. Harris, MCA,
Wassell, Amal, Lucas,
Boyer, S&S, Motorcycle
Storehouse, Zodiac,
Custom Chrome
MORRIS CLASSIC OILS
SPECTRO OILS FOR
HARLEYS

BIKE BUILDING & RESTORATION

CAFÉ RACERS & BOBBERS OUR SPECIALITY SINCE 1983

DYNOJET ROLLING ROAD TUNING

HINCKLEY BONNEVILLE TUNING

AGENTS FOR BRITISH CUSTOMS

18a WILLIAM ST, ABERCYNON, MID GLAMORGAN, SOUTH WALES CF45 4RW

HOLTWORKS HOLTWORKS

THIS IS THE LIST OF TANKS WE MANUFACTURE AND SUPPLY



AJS/AMC/Matchless
Ariel

BSA large Spitfire Goldstar tank
BSA Hornet 2 gallon
B50 tank & side panels
BSA Clubman Goldstar tank
BSA Goldstar scrambles tank
BSA Bantam tank trials
BSA Goldstar Central oil tank
BSA Victor Slimmer Fuel Tank
(Sprite tank)



BSA Victor Holt type Fuel Tank
BSA Victor Holt type Fuel Tank with sunken cap
BSA Victor Larger capacity Fuel Tank



BSA Victor side panels (twin tube panel/shock/standard fitting)
Bultaco Pursang tank & side panels
Buell Manta



Buell smaller tank
DOT STANDARD TANK

DOT trials tank
Ducati TT1 / TT2
Ducati Pantah

GREEVES

Anglian

Griffon

Griffon to fit a Challenger

Hawkstone/Scottish

TE/MD/MCS/TES/TFS

Q.U.B.

Seeley MK4

Seeley Mk4 oil tank

Yamsel



James Standard trials tank

- Centreless

James trials tank

- centre bolt fitting

- Will fit a tiger cub

Royal Enfield GT continental tank

Rickman Metisse MK3 scrambles tank

Seat base

Side panels rear guard



NORTON

Manx Norton 5 Gallon Wideline/Slimline

3 Gallon Sprint tank

Both these tanks can be made to fit Honda frames

Norton Commando Roadster/ Fastback

Suzuki RL fuel tank

T20 Suzuki Race Tank

Tiger cub Trials tank

Triumph Flat Tracker

Triumph Hurricane

Tiger cub oil tank

Tiger cub chain guard

Tiger cub air box

Yamaha SR500 race tank

Yamaha TY 175 TY250

- Majesty style tank



HONDA

Race tanks

RC162/163

CB550/500

CB350

CB400

CB77 CB72 Superhawk 305

Rickman Honda

RC162 Seat/tail piece

CB Seat/Cowl

CB750 new larger tank

CB750 adapted version of RC Tank
with chin rest



www.holtworks.co.uk - sales@holtworks.co.uk

Tel. 01621 742059 Mob. 07708 478366

Going places? Grab your jacket, hat and gloves and get that old bike a-rolling!

OUTWARD BOUND



The RC calendar not only includes all sorts of interesting old bike events but it also tells you where to find the RealClassic Roadshow in the next few weeks. These are only the highlights of the classic motorcycling calendar – for up to date info check the events list at www.RealClassic.co.uk

OCTOBER 2ND, 3RD AND 4TH

♦ The CRMC go **CLASSIC RACING** at Snetterton with bikes, displays and wheel-to-wheel racing. Many classes for post-war machines from classic GP to clubman, superbike and proddie racers, plus sidecars. Spectators welcome. crmc.co.uk

OCTOBER 4TH

♦ The Copdock **MOTORCYCLE SHOW** returns to Trinity Park, Ipswich, IP3 8UH. Stunt show, wall of death, custom marquee, classic bikes and vintage speedway cavalcade. Guest of honour Phil Read. £10 admission. copdockmotorcycleshow.co.uk

♦ Charity **RIDE OUT** departs 10.15am from Budgens, Hedge End, SO30 4DY to Popham Airfield. Prizes for loudest bike and best-looking classic. Refreshments at start, BBQ at finish. £5 contribution per person. hebr.co.uk

OCTOBER 11TH

♦ There's an **AUTOJUMBLE** at the Newark and Notts Showground. Bring your old bike to join the display of up to a thousand classic cars and motorcycles (reduced admission for classics from 10am). Early birds before 9am £10. Then £6 from 10am, under 12s free. Free parking. Stalls £20 on the day; discounts for prebook. 01507 529470 / newarkautojumble.co.uk

OCTOBER 17TH AND 18TH

♦ The **CLASSIC MECHANICS SHOW** returns to Stafford County Showground and spotlights motorcycles from the 1960s, 70s, and 80s. Special guest 21 times TT winner John McGuinness, on stage and in interviews. Massive event includes half a dozen halls, the restoration theatre with TV's Pete Thorne; heated marquees plus outdoor displays; racers and rare beasts being fired up; acres of club stands, trade and jumble stalls, and the Bonhams auctions of

collectors' motorcycles (two separate auctions, one on each day, this time). Sunday typically less busy so you'll see more and avoid being trampled. Come find the RC Crew on the balcony above the main show hall, near the bar. Opens 9am both days. Prebook tickets to save on admission price and avoid queues: adult advance ticket costs £11. 01507 529529 / classicbikeshows.com

OCTOBER 17TH

♦ The **GREAT NORTH JUMBLE** starts 7am at the North Yorkshire Events Centre at Scorton, five miles off the A1 at Catterick. Admission £3, huge jumble site with indoor and outdoor stalls. Call 07909 904705, pitches from £12. Plenty of parking, plus refreshments.

♦ There's a **CHEFFINS AUCTION** of classic motorcycles at the saleground, Sutton, near Ely. Vintage and classic bikes, literature, spares, cars, steam engines, commercials, etc. 01223 213777 / cheffins.co.uk

OCTOBER 18TH

♦ There's a **SPORTING TRIAL** hosted by the Taverners section of the VMCC at Vickers Farm. Starts 10am, for entrants on pre-57 machines. Spectators welcome but competitors must prebook. 01858 434197, tavernerstrials.org.uk

OCTOBER 24TH

♦ The **EGP AUTOJUMBLE** opens 9.30am at Kempton Park racecourse near Sunbury. Huge bikejumble with around 250 outdoor and indoor stalls, massive range of old parts, new spares, accessories, etc, all five mins from J1 off the M3. Admission £6 (over 65 £5, under 12 free). Refreshments. Free car park. egp-enterprises.co.uk / 01344 883961.

♦ There's an **AUTOJUMBLE** at Squires Café Bar, Sherburn in Elmet on B1222 at Newthorpe. Opens 10am, free admission and camping, jumble plots from £5. 07809 141777 / squires-cafe.co.uk

OCTOBER 25TH

♦ The South of England RealClassic **MOTORCYCLE SHOW** and bikejumble opens 10am at the South of England Showground, Ardingly, RH17 6TL, eight miles from M23 J10. Large indoor motorcycle-only show for pre-1980 motorcycles with club stands and hundreds of machines on display. Large indoor and outdoor bikejumble with new and used spares, bikes, clothing and accessories for sale. Free BikeMart display-to-sell area for private vendors. Free parking, great range of catering. Well-behaved dogs on leads welcome. Helmet park. Normal admission £6. RC magazine subscribers £5 (on presentation of RC Club card at gate). 01797 344277 / elk-promotions.co.uk

♦ The Worcester Auto Club host a traditional shed clearance sale / **SWAP MEET** of motorcycles, parts and accessories. An opportunity to pass on that unwanted bike or motorcycle related items cluttering the shed, and help finance your next project at the same time. Admission free. Car boot or table stall £5. Opens 10am to 2pm at The Tower, Perdiswell Park, Worcester, WR3 7SN. Info from robsa10@btinternet.com

OCTOBER 29TH / NOVEMBER 1ST

♦ The International **DIRT BIKE SHOW** is at Stoneleigh Park, CV8 2LZ. Europe's largest dedicated off-road event. Honda, Kawasaki, Husqvarna, KTM, Suzuki and Yamaha all booked to showcase their latest motorcycles and accessories. Prebook tickets £13 adult from 01507 529529 / dirtbikeshow.co.uk

NOVEMBER 7TH AND 8TH

♦ The Footman James **CLASSIC VEHICLE RESTORATION SHOW** is at the Bath and West Showground, Shepton Mallet, BA4 6QN. carsandevents.com / 01507 529529

NOVEMBER 23RD

♦ Make a date to join RC's editor FrankW for a **MEET THE AUTHOR** evening of 'true lies' and edgy crime fiction, as part of the Books On Tyne literary festival. From 6pm at the City Library, Newcastle NE1 8AQ. Admission £3. booksontyne.co.uk

REGULAR RIDES

♦ The **NATIONAL MOTORCYCLE MUSEUM** opens seven days a week, 9:30am to 5:30pm. The most extensive displays of British-built bikes in the country, including many competition machines, rare models and one-off prototypes. Admission £8.95. Café, gift shop, etc. nationalmotorcyclemuseum.co.uk

♦ The Classic Bike section of the **WORCESTER AUTO CLUB** meet on the second Tuesday of each month (April to Oct) from 7.30pm to 11pm at The Tower, Perdiswell Park, Droitwich Rd, Worcester. 01905 26037 / wacmotorcycleclub.co.uk

♦ The **LONDON MOTORCYCLE MUSEUM** opens from 10am Saturday, Sunday and Monday each week at Oldfield Lane South, Greenford. Hundreds of interesting Brit bikes on display including many rare prototypes and factory specials. 0208 575 6644, london-motorcycle-museum.org

♦ There's a **CLASSIC BIKE MEET** from 10am to noon every Friday, at the Two Trees Sidewalk Café in Coalville. Other meets throughout the week; check vicbikerspub.co.uk

♦ There's a weekly **LUNCHTIME RIDE-IN** every Wednesday to the Log Cabin Diner at Knowstone, on the A361 between Tiverton and Barnstaple. Plenty of classic stuff and a warm welcome for a late brekkie or brunch.

♦ The **SAMMY MILLER MUSEUM** opens 10am to 4.30pm every day at Bashley Cross Roads, New Milton, Hampshire, BH25 5SZ. Huge collection of racing, road and sports bikes. Admission £7.50 includes tea rooms, shops, animals and car park. 01425 620777

The UK'S BIGGEST & BEST • CLASSIC MOTOR SHOW •

BIRMINGHAM, NEC, 13-15 NOVEMBER 2015

SHARE YOUR PASSION FOR BIKES

presents



WIN A
CAR &
CAR INSURANCE!
Book before 31 Oct 2015

OVER 2,500 STUNNING CLASSIC BIKES & CARS
250 BIKE & CAR CLUBS ★ WHERE ARE THEY NOW? PRESENTED BY 
INDOOR BIKE JUMBLE & TRADER VILLAGE ★ PRIDE OF OWNERSHIP
★ CELEBRITY GUESTS ★ WALL OF DEATH ★ SUPER BIKES & CARS
★ WHEELER DEALERS LIVE STAGE

BOOK IN ADVANCE AND SAVE £££'S
QUOTE: CMBS15RC CALL 0844 854 1354**

VISIT WWW.CLASSICMOTORBIKESHOW.COM



INCLUDES FREE
ENTRY INTO THE
CLASSIC MOTOR
SHOW

Headline Sponsor



Official Show Partners



*Book before Saturday 31st October 2015 at midnight and you will automatically be entered into our free prize draw to win a car.
**Calls cost 10ppm plus standard network charges. All bookings are subject to a single transaction fee of £1.50. Tickets include a showguide to the value of £7.50.
Entry to the auction requires purchase of a catalogue. See website for all information. All information correct at time of publishing.

GIANT AUTO & BIKE JUMBLE

SCORTON - North Yorkshire Events Centre DL10 6EJ
5 mins off A1 at Catterick, B1263 Catterick to Teeside road - 1 mile east of Scorton - Starts 7am
UNDERCOVER & OUTSIDE

**EVERY THIRD
SATURDAY OF
EVERY MONTH**

OCTOBER 17th & NOVEMBER 21st
ADMISSION £3.00 • PITCHES FROM £12 • A MASSIVE 10 ACRE SITE OF AUTO AND BIKE JUMBLE INSIDE AND OUT
AMPLE PARKING - EXCELLENT REFRESHMENTS

CALL BERT ON 07909 904705

**GREAT NORTH
JUMBLE**

E.G.P. Enterprises
MOTORCYCLE JUMBLES
Kempton Park Racecourse, TW16 5AQ (J1 off M3)
KEMPTON PARK
MOTORCYCLE JUMBLE
SAT. 24TH OCTOBER 2015



Admission: Adult £6.00 Child/OAP £5.00 - Free car park
Gates open at 9.30am, close 3.30pm - Food & Refreshments available
Selling your bike? Why not try our Bike Mart?
Contact: Eric Patterson - Tel: 01344 883961 - Mob: 07796136203 / 07717696184
Email: eric@egpenterprises.co.uk
WWW.EGP-ENTERPRISES.CO.UK

MORGO Tel. +44 (0)1274 614 424
Fax. +44 (0)1274 611 560

**New Top
Port Version**




Universal Remote Oil Filter

Sometimes smaller is better

MasterCard www.morgo.co.uk - sales@morgo.co.uk VISA

BMW: The UK's Longest Established Independent BMW Specialist (since 1962)

For Classic BMW twins: Spares • Repairs • Service • Restoration
Classic BMWs purchased inc non-runners and parts

Mail order & export welcome. Open irregular hours: **PLEASE PHONE** before visiting



BOB PORECHA

303 Sydenham Road, London SE26 5EW

Tel: 020 8659 8860 • Fax: 020 8659 9198

Email bob@porecha.fsife.co.uk

South of England RealClassic Show & Bikejumble

10am Sunday 25th October

**With Jim Redman MBE, Six Times World Champion
And Six Times Isle of Man TT Winner**

Entry £6 adults, £5 65+over and RealClassic members, kids U16 free.

At The South of England Showground, Ardingly, W Sussex RH17 6TL

(Junction 10/10a of the M23, signposted Wakehurst Place)

Club Stands, Trade Stands, BikeMart

Zoe Cano will be signing copies of her book
'Bonneville Go Or Bust'.

**Five Halls of motorcycle Show and
Indoor autojumble & outside 'jumble**

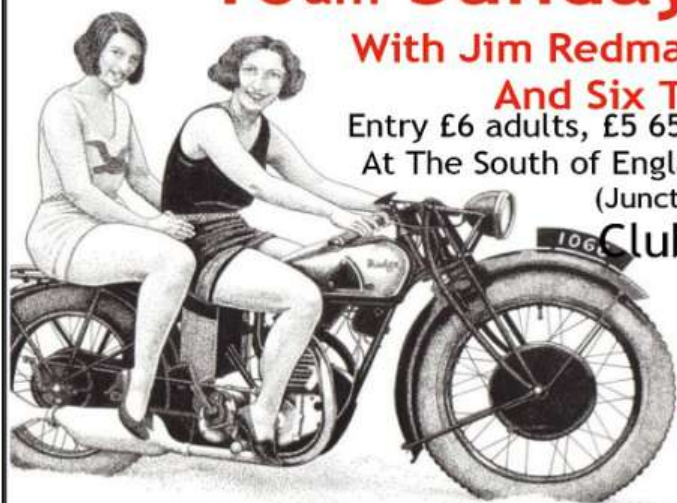
Free Old Bike Mart, Cheap garage clear-out

Stalls : Free BikeMart : Enquire for details.

With Hog roast, real coffee & artisanal bakers. Helmet Park in aid of The Royal British Legion

2016 Dates: Ashford Easter Monday 28th March; Ardingly 3rd April; 24th July & 23rd Oct 2016

More dates to follow.



ELK Promotions, PO Box 85, New Romney, Kent TN28 9BE

01797 344277

www.elk-promotions.co.uk

A 1938 Velocette KTT MK8 500R.
Estimate on request.



Collectors' Cars, Motorcycles & Automobilia

Auction: Sunday 18 October, Melbourne, Australia

mossgreen
AUCTIONS

LMCT-11456

Enquiries: +61 3 9508 8888

Robert Richards: robert.richards@mossgreen.com.au

Catherine Davison: catherine.davison@mossgreen.com.au

926-930 High Street

Armadale, VIC 3143 Australia

www.mossgreen.com.au



Visit 2WheelsMiklos & check out our pro built customs & collection of classics.

Inspire yourself to commission a custom unique to you, or restoration of a prized classic.



Come in for a drink, the soft kind (better for riding on!)

30+ CLASSICS ON A SINGLE WORKSHOP FLOOR!

CAFE RACERS, STREETFIGHTERS, BOBBERS, WE LOVE THEM ALL!

CUSTOMS READY FOR SALE AND A NUMBER IN THE BUILD PHASE!

2WheelsMiklos

Telephone: +44 (0)1483 546157

Email: info@2wheelsmiklos.com

Website: www.2wheelsmiklos.com

Unit 6, A3 Garages, Stag Hill, Guildford, Surrey, UK,
GU2 7RZ

✉ SEND YOUR SMALL AD by post to PO Box 66, Bude EX23 9ZX, or email words and a pic to TP@realclassic.net



MOTO MORINI 500, 1980. Less than 5000 miles on the clock. Rare factory 3 piece fairing, throaty sport exhaust, a joy to ride. Sport clip-ons have been removed and replaced with the top triple and handlebars from the Strada. All original parts included. \$5500. USA 215 896 3312



HONDA CB250, 1997. Runs and looks good. Tyres and battery good. No tax or MoT. £550. Alan, 07811 047062, Peterborough.



KAWASAKI 1100 SPECTRE. VGC, 99% original, 50k miles. Very good engine, original solid black chrome exhaust. Needs registering, all paperwork supplied. £1150. 0161 766 6353, Manchester



BSA BANTAM D14/4, 1968. Matching frame and engine numbers, new crankcase seals and bearings, new paint. Original handbook and Haynes. SORN. £1150. 01773 719865 or 07973 302699 (Nottingham 10 mins from J26 or J27 M1)



YAMAHA XS1100, 1978. 34k miles. MoT May 2016. New oil, filter, plugs, fork seals and brake pads. Original tool kit. £1650. 01424 425390, East Sussex.



BRIDGESTONE 200 Mk2, 1969. Near concours restoration to original spec. Superb example of a very rare bike in UK. £4250ono. 01474 746930, Kent.



KAWASAKI A1 SAMURAI Series 2, 1969. American import, with Nova certificate & American title, running order. Rare bike in UK. £2750ono. 01474 746930, Kent.



VELOREX SIDECAR. Good condition, some fittings and brackets, accessories. £425. 0161 766 6353, Manchester



HONDA C90E, 1984. Excellent original condition. Enthusiast owned for five years. 18k miles. History from new including original bill of sale, service book, owners handbook. Good tyres, meticulously maintained. Toolkit, rear rack. £1250ono. 07732 777221



TRIUMPH BONNEVILLE, 865cc, 2010. 11200 miles. MoT. Centrestand, rear carrier. Excellent condition throughout, always garaged. £4250. 01328 853033 or 07505 871663, harleybill@hotmail.co.uk Fakenham, Norfolk



SUZUKI SP400, 1982. Good old thumper, new adjustable Hagon shocks, recent tyres. £1300. Dartford, Kent, 07429 447452



KAWASAKI Z250 B, 1981. 5645 miles. Rickman Tempest fairing, qd Rickman Alpine panniers and top box. Complete spare exhaust system, clutch cable and oil filter. Just had oil change and new filter. Superb unrestored condition. 01964 537046, East Yorks



**RICHMOND CLASSIC
MOTORCYCLE RESTORATIONS LTD**

MoT and Service Repairs

Full Restoration services to all levels,
starting with sympathetic
re-commissioning to maintain the
original patina built up over the years,
through to concours show standard

Unit 5, Racecourse Court,
Gallowfields Ind. Est., Richmond,
North Yorkshire DL10 4SP
Tel/Fax: 01748 821120 Mobile: 07770 287505
Email: info@rc-mr.com



REG ALLEN
LONDON



37-41 Grosvenor Road, London, W7 1HP, Phone: 020 8579 1248
reg.allen_london@virgin.net www.reg-allen-london.co.uk
Open: Mon-Fri 9.30am - 6.00pm. Sat 9.30 - 5.00pm

TRIUMPH

Meriden Triumph Specialists
in TWIN and TRIPLE SPARES, with
full workshop facilities for servicing,
repairs and rebuilds

Royal Enfield Spares & Repairs
Bikes: EFI Bullet & EFI Fury.



AJS London Agents
All models available to order, see our
website for more details

COME AND VIEW
A UNIQUE COLLECTION OF
BRITISH MOTORCYCLES
FROM
YESTERYEAR
Charitable Trust No. 1118 119



OPEN SATURDAYS, SUNDAYS & MONDAYS

ENTRY : ADULT £8

SENIOR (over 65) £4.50 UNDER 15s £2
(WILL VARY ON EVENT DAYS)

29 Oldfield Lane South, Greenford, UB6 9LB

Phone: 020 8575 6644

www.london-motorcycle-museum.org

Opening times : 10am - 4.30pm

Last entry 4.00pm

Follow us on Facebook and Twitter.

L.P. Williams

Est. 1976



**L P Williams – Try us first for all
your Triumph Trident, BSA Rocket
three and Unit T120 /T140/T100
Spares. We have huge stocks of
parts for all the above machines
and much more**

WE NOW HAVE THE TWIN DISC CONVERSION KIT IN STOCK

Try our new web site with improved parts search facility

TRI SPARK DIGITAL IGNITION SYSTEMS

for your Triples and Twins including the new
Tri spark "Classic Twin" system.

Kits in stock for all Triumph, Norton and BSA
twins with 12v systems. Upgrade to this
ignition and you will not be disappointed with
the performance.

Triple kits £222.25 plus VAT

Twins from £198 plus VAT

Please call or email me for details or visit

www.trispark.com.au

for more information

BEWARE CHEAP IMITATIONS!!!

PROGRESSIVE FORK SPRINGS

TRIUMPH 1949 - 59 £78.50

TRIUMPH 1963 - 69 £28.50

TRIUMPH 1971 - 83 £78.50

FORK DAMPER SEALS 1971-ON £9.95

REAR UNITS £237.00 pair



**T100/T120/T140
7-PLATE CLUTCH CONVERSION**

- 7 NEW FRICTION PLATES + 1 PLAIN
- REDUCES STICKING, SLIPPING, SWELLING,
DRAGGING AND HEAVY OPERATION

KIT £84.20+ VAT
6 TOP QUALITY PLAIN PLATES £35.70 + VAT



**LUCAS HIGH OUTPUT
ALTERNATOR KIT**
ALL 12V models £227.16 + VAT



ALLOY PUSHROD TUBES
T120/T140/T150/T160
from £17.57 each



**PSP HYDRAULIC CLUTCH
CONVERSION**
Piston & Cyl only £115 Complete kit £190



**STAINLESS M/CYL
BARREL ASSEMBLY**
Complete £62.16

• Send £1.50 for Price Lists • Mail/Phone orders welcome • Exports a speciality • Next day dispatch worldwide • All prices are plus VAT
Telephone orders from 10am to 5pm Monday to Friday

Unit 3 South Barn, Low West End, Claughton, Lancaster LA2 9JX Tel: 01524 770956 Fax: 01524 771875

Website: www.triumph-spares.co.uk Email: sales@triumph-spares.co.uk

✉ SEND YOUR SMALL AD by post to PO Box 66, Bude EX23 9ZX, or email words and a pic to TP@realclassic.net



PANTHER MODEL 100, 1939. Owned & regularly used for 15 years. Retirement prompts sale. £10,000. No offers. Paul, 01438 813012, Herts SG3



TRIUMPH 3TA (T21), 1962. Completely restored in 2013. All new chrome. Stainless steel wheels and spokes. New seat. Battery. Frame powder coated. New exhaust pipes. Engine top end rebuild. Starts and runs well. Show winner. £3750ono. Colin, 01592 770723



HONDA CB450DX '6 gears', 1992. this bike was bought 3 months ago as a winter project to convert to a Café Racer. MoT April 2016. Good runner, a little weathered. Engine was new 4 years ago and only done 4500 miles. V5. £925. 07908 053199



INDIAN POLICE SCOUT SPECIAL, 1928. Recent full restoration. Good running order, with Corbin speedometer. £21,500. 07890 681823, Nottinghamshire



TRIUMPH TROPHY 3, 900cc, 1993. British Racing Green with white wheels. V5, MoT, new pads, oil & filter. Good Metzeler tyres. Classic insurance. Marks and blemishes – it's a 20+ year old bike. Super strong engine. £7000vno. Graham, 07584 247928 or beesa@aol.com (Swindon).



TRIUMPH T21, 1962. 1 owner Cornish bike, original, matching numbers, 600 miles since engine rebuild, Rodark panniers. SORN, years MoT, Offers over £3600. Danny, Liskeard, 01579 362940



TRIUMPH BONNEVILLE ROYAL Ltd. Edition, 1982. US spec. Very original. One of 50? Purchased new in Norwich, CT. USA in 1982 and in beautiful condition. 10,000 miles. \$9500. 860-964-0699, Bruce Hunt in CT. USA.



MZ TS150, 1979. New MoT. Excellent runner, VGC, only 4500 miles showing. Used regularly, comes with rear carrier, bar end mirror and the electrics have a new electronic regulator fitted. Ride away for £5500vno. 01726 812376 Cornwall



JAWA 125, 1968. £495. 01538 753086, Staffs



SUZUKI SR50, 65cc. MoT April 2016. Excellent runner. New chain, sprockets, battery. Spares include 50cc barrel and piston, workshop manual and indicators. £2750ono. 07944 841487 after 5pm, Wolverhampton



NSU LUX, 1952. 197cc 2-stroke. Engine, gearbox and working parts rebuilt; some new parts. Unrestored externally. Starts and runs well. Interesting history. Featured in RC 128, Dec 2014. £2600. Brian, 01225 761763, Wilts



NORTON 650SS, 1963. 12V electrics, Craven panniers. Starts, runs and rides brilliantly. Owned and loved since 1991. Beautiful in black. £6000. 01790 763551, Lincs

The Finest
Cafe Racer
Tanks,
Seats,
Subframe Kits,
and more.



Handcrafted in
Great Britain.
Shipped
Worldwide.

Cafe Racer Products



Find us on:
facebook®

*Our products
suit a huge
range of motorcycles.
Contact us for advice with
your project!*

www.vonzeti.com

Tel: 01803-411918

✉ SEND YOUR SMALL AD by post to PO Box 66, Bude EX23 9ZX, or email words and a pic to TP@realclassic.net



HONDA HORNET, 600cc. 14k miles. Very good condition, new battery, will MoT. £1900ono. 01900 814767, Cumbria



HONDA REPSOL 250cc, 2013. 110 miles. ABS. Still under manufacturer's warranty. £3100ono. 01900 814767, Cumbria



KYMCO SPACER, 125 ohc, 2500 miles. New MoT, taxed. Superb condition. Very little use. £450ono. 01344 303298, Berkshire



28.YAMAHA RXS100, 1987. New MoT, taxed. 20k miles. Immaculate condition. Lovely little classic. £750ono. 01344 303298, Berkshire



NORTON N15CS, 1966. Remarkably original and completely unrestored 750 hybrid. Engine rebuilt, magneto by Tony Cooper: runs very well (and loudly). Frank W's own bike. NOVA docs and US title, MoT if required. £6750. Chris, 01531 671134, 07748 114339 or cs.patt@btinternet.com

MUCH MAGNIFICENCE!

Thanks to LLOYD from Cornwall, Roy 3166 and Graham Jackson. Your donations to PT's tummy fund are much appreciated!

BIKES

SWAP MY YAMAHA Diversion XJ600 S, 1997. Blue half fairing, 21k, new Hagon shock, VGC, for a lighter 250cc plus bike, not too tall, anything considered. Peter, 07790 778062 Leics

ROYAL ENFIELD Airflow Constellation, 1961. Show condition, complete rebuild, many extras. Full T&T, reluctant sale, bills for £5000. £5500ono. 01656 721401 or 07770 833571, S Wales

TRIUMPH T110 1959, pre unit. Ivory / black, matching numbers, 3x3 reg. Excellent bike, rides superb, all original. £7250ono. 07745 619200

TRIALS BIKE COLLECTION. Comerfords Greeves TFS (very rare). Competitive bike, £2950. Greeves Scottish, £550 engine/gearbox rebuild, Beamish forks (originals available). Loads of potential. £2250. Royal Enfield 350 Bullet, Crusader frame(?). Lots of alloy. Lovely bike, £2500. Beamish Suzuki. Silver engine, alloy tank. Nice twin shock. £1050. Beamish alloy trials tank, complete with tap and rare filler cap, £100. Also 1955 Ariel VH. Nice usable

road bike. £3200. Come and have a look, natter and haggle! Near Cadwell Park. Jim, 07870 141175, 01507 343395 or skinjimi@btinternet.com

HONDA CB400N, 1980. MoT May 2016. Exchange alternator fitted. New tyres, 22k miles. £1100. 01202 042485, Bournemouth

BMW R100RT, 1984. Twin shock. Full touring equipment, 5mths MoT. £1250. BMW K75, 1995, in excellent condition. Full touring equipment. Been stored. £750. BSA 1962 B1 175cc scooter. Fully refurbished. Good runner. £1500. 02392 595307, Hants

TRIUMPH T120R, 1970 model. £8000. 01933 355796, Northants

WANTS

NORTON ES2 / Model 18 rigid cradle frame. Have 1948 Model 18 petrol tank to trade. Clockwise mag wanted. Lloyd, 01209 213386, Cornwall (And THANKS!! Lloyd, you're a star. TP)

BSA A10, Gold Star, etc gearbox for sale. Want BSA M20 or earlier gearbox. Possible swap, cash either way, WHY?

Gareth, 07811 271702, Caerphilly

SUNBEAM S7 or S8 original tool box. Peter, 07790 778062

UK RD350 LC wanted with low numbers which match. Chris, 07990 782449

TRIUMPH TR6 or 5TA WANTED. Any condition considered, long time storage, etc, but no box of bits please. Civvy or ex-police. 0151 259 1596

TRIUMPH 500cc twin Daytona or T100 from 1967 onwards, any condition. No silly prices or swap for my K6 Honda 750 four. 07828 755038

VAN: Transit, Traffic, VW, Vivaro or similar. Up to about £7000. Anything considered. 07867 904777 or cb.shipley@hotmail.co.uk

NORTON P15CS or P11 or Matchless G15CS or P11 project for restoration or complete in good condition if price is right. Also any other good large British bike for restoration project. Bob, general@frsservices.co.uk or 07854 500851

TRIUMPH TR5 TROPHY petrol tank wanted. If possible a Triumph TRW

frame or restoration project. Any other parts for these bikes also interested in. Thanks. 079 0202 7474

I REQUIRE 18 or 20 mm spark plugs. Unwanted, used, or if reasonably priced new plugs. 01460 64607 or iandavidwhitehead3@gmail.com

FOR LAVERDA JOTA 180: genuine set of original engine bars, must be in good condition. 07745 619200

BITS

VELOCETTE. Front crash bar. Rear rack. Lintek panniers. Top box. Handlebar fairing. Will fit any 350 - 500 swing arm Velo, or most 40 - 70s classics with slight mods. Complete with all fittings. £25 each. 07867 904 777 or cb.shipley@hotmail.co.uk

ROYAL ENFIELD PARTS for sale at bargain prices, many items still brand new. Mudguards, exhausts, indicators, lights, lock sets, switches, carburettors, gaskets, wheels and many more. 07901 367380 or 01405 761801

RealClassic

This magazine can be read on:



www.mortons.co.uk/RC



AJS & Matchless Owners Club Telephone 01536 511532

**MONTHLY MAGAZINE
TECHNICAL HELPLINE
PARTS SERVICE
DVLA APPROVED DATING
MEMBERS DISCOUNT
SCHEME
RALLIES AND RUNS
CLUB FORUM**

Unit 3, Telford Way Industrial Estate,
Kettering, Northants NN16 8PT

visit us at www.jampot.com

AMC Classic Spares

Probably the World's largest stock of genuine AJS & Matchless secondhand 1941-on tinware, engine, frame and cycle parts for sale. Massive range of quality new parts for all post-war singles & twins.

Fast worldwide mail-order service. Most credit cards accepted. Stock list available. AMC basket cases & spares always wanted for cash.

Tel: 01462 811770
Fax: 01462 851035
spares@amcclassicspares.com
www.amcclassicspares.com

Electric Starter Kit
Norton Commando 750 & 850 MK II
"La Jambé électrique"

Some things in life are worth the wait. Over forty years after the first Commando appeared, the Alton EKit electric start conversion finally brings it to life at the touch of a button... the one Norton put there in 1969.

On sale only through our authorised distributors. Contact us for list.

+33 965 373 852
English spoken

www.alton-france.com

Except Mk3 and 750 Fastback with distributor

**AJS & MATCHLESS
Replica Spares**
Stockists & Manufacturers

Our spares list is constantly enlarging. We can also undertake manufacture of spares for any club spares schemes. Visitors are welcome Monday to Thursday between 9am and 5pm. Any other time by arrangement please.

www.andrew-engineering.co.uk

SEE OUR WEBSITE FOR SPARES LISTS OR SEND SAE 9"X5" 100 GRAMS
ANDREW ENGINEERING (LEIGH) LTD
14 Lodge Road, Atherton, Manchester, Lancs. M46 9BL
Tel: +44(0)1942 888848 Fax: +44(0)1942 888878

"Trusty" TRI-SUPPLY

TRIUMPH STOCKIST

PRE-UNIT & UNIT TWINS

**BEST QUALITY PARTS
SOURCED FROM ENGLAND**

View the Tri-Supply catalogue online
www.trisupply.co.uk

Only £5.75 inc p/p

6 South Farm Court, South Farm Rd,
Budleigh Salterton, Devon, England
EX9 7AY

Tel/Fax 01395 444099
Tel 01395 444320
Email: triumph.meriden@trisupply.co.uk

Fast world-wide mail order

Open Monday - Friday 9am-5pm

We do not trade from shows or auto-jumbles

Oliver Barnes

ARMOTO
FROM FARADAY TO MODERN DAY

REWINDS & REPAIRS
MAGNETOS DYNAMOS ARMATURES

3 year warranties on fully reconditioned units
Typical turnaround 7 - 14 days
In house winding facilities

Not just E3L's M01 & K2F's

Armoto Motor Units Ltd Tel: 01246 452111
Unit 6 Station Lane Ind Est, Old Whittington, Chesterfield S41 9QX
armoto.co.uk email: sales@armoto.co.uk

CC's GUILDFORD SURREY

ULTRASONIC CARBURETTOR & COMPONENT CLEANING

SERVICES INCLUDE:
Ultrasonic Cleaning,
Vapour & Soda Blasting.
All Alloy Components can be cleaned using our machinery. For Example, Crank Cases, Cylinder heads etc.

Using Ultrasonic and Vapour Cleaning

We specialise in the cleaning of all internal & inaccessible passageways of most mechanical alloy components, we specialise in the motor industry.

See us at Stafford at Stand No. Main Hall 121 and 122

**CALL CHRIS CLAYDEN ON 05602 051339
OR VISIT WWW.CARBCLEANING.COM**

BELLA

ITALIANA



When it first arrived, Stu wasn't at all certain what he'd purchased. Some sort of off-roader, maybe? At least it came with a complete toolkit...



The unusual petrol tank with its useful tool cubby

Regular readers might remember my earlier Italian rebuilds, a Morini Corsaro 125 and a Moto Guzzi 235 Lodola. So now for something (not) completely different, a Moto Gilera 98cc. My next rebuild will definitely be something from another country – well, maybe. Maybe not. I really like the Italian stuff from this era and there are so many manufacturers to choose from. A friend has likened my attraction to these small machines to a disease, probably incurable...

After the last Guzzi rebuild I was idly looking for another winter project when a Gilera 175, c1960, appeared on eBay. I bid but lost. Hey ho, no problem. Some you win, some you lose. However a little later the seller

contacted me to say the item had not sold. It turned out that it wasn't a 175 at all. The winning bidder had advised the seller that the machine was actually a Moto Gilera of 98cc. Negotiations followed, and soon the machine had a new owner. Me!

The bike had been imported with no Italian documents and no NOVA (Notification Of Vehicle Arrival) docs and hence no UK registration. So there was no real proof of age other than the fact that this model was first made for the 1959 market. So my first step was to determine exactly what I had purchased. It looked vaguely like an off-road machine.

After detailed investigation of the frame and engine numbers, I discovered that the machine was a indeed a Gilera Giubileo 98



Stu Thomson is something of a sucker for a sweet little Italian, and he's revitalised several already. A Moto Gilera Giubileo is an entirely new experience, so this time he has to figure out exactly what he's bought before he can set to with the spanners...

PART ONE

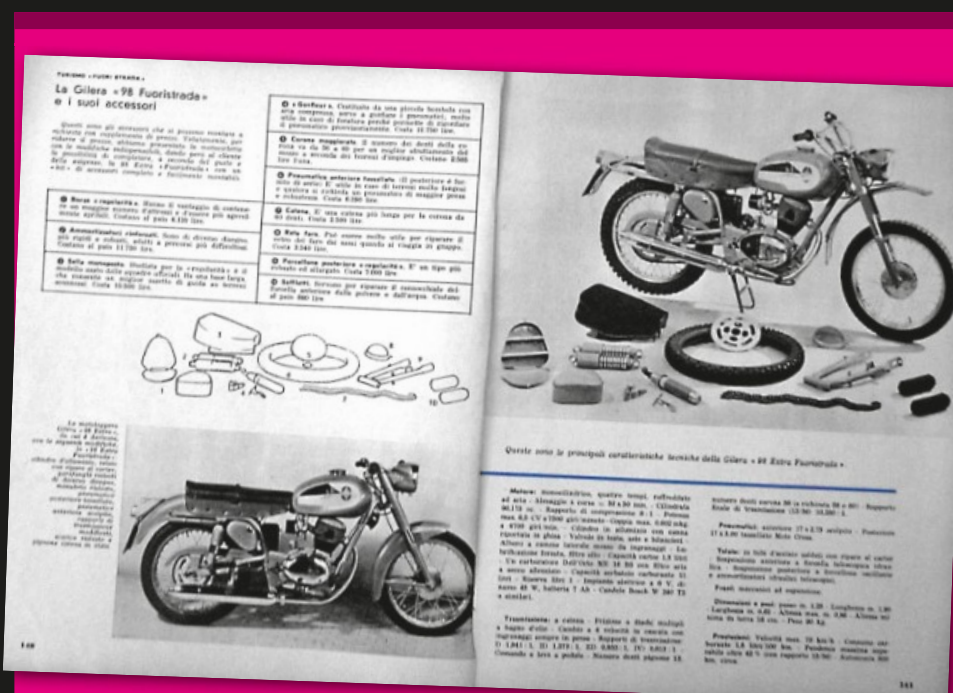
Photos by Stu Thomson / RC RChive

Sadly, Stu's Gilera didn't turn out to be a Regularita Competizione like this one



from the early 1960s which, in a previous life, had been converted for off-road use. Some nonstandard parts had been fitted, like the knobbly tyres and a very special petrol tank with a toolbox in the top. Very natty, and very similar to the special 'Regularita' machines produced in very limited numbers. The tank had even been modded for easy removal when in competition.

At this point I wondered if I'd somehow happened across a very rare machine? That would've been a dream come true, but alas no. The real Regularita Competizione has some very subtle frame modifications with extra strengthening ribs for off-road use. Shame, it's a very purposeful looking machine with considerably larger brakes, QD hubs (requiring a crossover for the brake linkage at the rear), single seat, high guards, a strengthened centrestand, knobbles on bigger diameter wheels, an easy chain adjusting mechanism, its chainguard fixed to the swinging arm, a lower chainguard guide, high level pipe and several other unseen and more subtle mods. ➤



Gilera's 'Fuoristrada' cross-country kit of parts to transform a standard machine (left) to a modified muddy marvel (right)



An early 'Jubilee' in its original trim showing the scalloped tank, two-tone saddle and ace type bars. Also has a Monza-type quick release fuel cap (should be termed 'quick re-leak' as their the sealing is not entirely excellent)

Apparently a kit was available to modify standard machines to cross-country (Fuoristrada) spec, so there were probably many 98 and 125cc machines modified in the same way as the one I had bought. It's a bit like the old clubmans' racing kits for British singles. But in Italy in the 1950s and '60s, six-day trialling and the general off-road scene appealed to the Italian imagination as well as circuit racing.

My petrol tank does seem to come from a 125 Regularita; the design is not quite the same in the mounting area but is very similar. I'm sure it's not been modified from a standard tank, as the reduced fuel capacity is quite substantial and the work would have been pretty complicated to do.

On the paperwork side, the NOVA certificate is very important. Without it you can't get a

UK V5C or registration. In theory the Gilera is old enough not to need a NOVA but its absence causes problems. The forms can be downloaded, but to complete them you need the bike's background info including its year of manufacture, and some proof of this. First I contacted the VMCC and sent them photos with frame and engine numbers and the other details I had to determine the year of manufacture. I knew it was a 98cc machine – in theory – from the first three numbers of the matching frame / engine numbers.

Correct NOVA docs clear the imported bike with Customs & Excise. Some unscrupulous people were importing new vehicles without then paying the VAT or duty in the UK. The date of manufacture is crucial to determine whether an imported machine will attract VAT, which would have to be paid before it could be UK registered. Without confirmation from HMRC, the DVLA will just refuse the next step. (I have to thank my friend Tiggy for the info on this otherwise I would have been totally lost). It feels like another rule built for some which has to fit all, even though there was no requirement for the rule in the first place! Anyway, it meant I needed to research what exactly I had bought.

There are several books written about Gilera, including a very good one by Mick Walker which is well worth a read. It covers





TAKE T & C...
GILERA TOWN & COUNTRY 98

Here's a brand new motorcycle with a split personality. With its fantastically versatile wide ratio gear box, Gilera's Town & Country 98 flattens mountains into freeways and whips along in city traffic like a hot street bike.

Gilera's Town & Country 98 is exclusively designed and engineered for the American Sportsman with these sensational features:

10 other Gilera models from 98cc to 300cc

Western Factory Distributor:

GILERA/USA

750 Long Beach Blvd., Long Beach, Calif. 90803 • Phone: (Area Code 213) 430-3480

Eastern Factory Distributor:

GILERA ATLANTIC MOTOR CORPORATION

3112 N. W. 34th St., Miami, Fla. 33142 • Phone: (Area Code 305) 630-1481

We're not looking for a lot of dealers... just a few who want to make a lot of money.

If interested, write or telephone Robert E. Johnson, Executive Vice-President, Gilera/USA.

SEPTEMBER 1980

Above: The VMCC identified Stu's Gilera as a 1965 98cc model. A year later, a similar 'Town & Country' model was being offered to Americans with 'its fantastically wide ratio gearbox' which 'flattens mountains into freeways and whips along in city traffic like a hot street bike...'

Right: Mick Walker's book is useful for background info, especially so if you're interested in the development of the racing machines, but it doesn't include much material about the Giubileo

the marque history from the beginning and goes into detail about the four-cylinder Rondine developed machine. But I was more interested in the development of the cooking models, the single cylinder bikes that anyone could buy and which inevitably funded the more expensive variants.

The VMCC identified my bike as a 1964 variant of the 98cc Jubilee machine. Confusingly the VMCC dating certificate just says 'Gilera 1964' with no reference to the model type, which I find a bit strange. Sometimes I think the individual clubs have more in-depth knowledge than the experts at the VMCC.

The 'Jubilee' name came from the first incarnation of the model in 1959. This was the 50th anniversary of the company, which was started by Giuseppe Gilera in 1909. When Giuseppe, a trained mechanic, embarked on this new business of making and selling motorcycles, the first models were overhead valve with a belt final drive. Chains came along sometime later. Like several other Italian manufacturers, Gilera made most of

their money from the sale of small capacity machines which had a bit of a reputation for speed. Like Morini, their small machines gave extremely good performance, both in speed and fuel economy.

Again like Morini, Gilera made some very pretty looking, small machines. The 175 and bigger bikes tended to look a little portly in the petrol tank area, but the little Jubilee had a very nice sculpted tank with quite complex graphics. The Italian youth was definitely spoiled for choice in the late 1950s and early '60s. The Gileras must have been popular as the 98cc model was made in great numbers. My bike has an engine number in the 50,000 range – they obviously quite a lot of them. These included exports to America which appeared as Sears / Wards badged machines, as well as the Gilera 'Town & Country' model.

'My bike is pretty simple in design, with overhead valves, vertical in operation, a squish type combustion chamber, a gear-driven primary drive so the engine runs backwards...'

GILERA

The Complete Story



Mick Walker

In those days you could buy a motorcycle by mail order from a catalogue. So Sears were well ahead of their time: it was almost internet shopping...

My bike is pretty simple in design, with overhead valves, vertical in operation, a squish type combustion chamber, a gear-driven primary drive so the engine runs backwards (standard for many of these small capacity Italian machines), and a wet sump. So there's no separate oil tank, everything for the engine and gearbox resides in the sump of the engine. It's all pretty bulletproof with very little maintenance required – no need to adjust the minimalist primary chain like on some of the large capacity British offerings of the time.

Manuals for my bike are readily available on the web, and are free from rpw.it – a really good site run by true enthusiasts for all Italian two-wheelers. They have many manuals for quite obscure models, including most of the scooters which were also very popular in Italy. So armed with this information, I could read more about the engine design and prepare to start taking it apart... **RC**

ELTEC Works:
01895 263890
 Heathrow, Middlesex
eltec100@btconnect.com

**VAPOUR - BEAD - GRIT
 - ULTRASONIC**

Fine Limit Cleaning and Finishing Specialists
ALSO
 Welding, Stove Enamel & Powder Coating
Quote: RC

CENTRAL WHEEL COMPONENTS LTD
 8 & 9 Station Road, Coleshill
 Birmingham, B46 1HT
 Tel: 01675 462264 Fax: 01675 466412
www.central-wheel.co.uk
info@central-wheel.co.uk

Products

- Chrome, Alloy & Stainless Rims
- Stainless & Galvanised Spokes
- Nipples
- Tyres

Services

- Wheel Building
- Shot Blasting
- Powder Coating

Trade Enquiries Welcome

JAWA 350
NEW BIKE SALES
01945 410165
 ELECTRIC START
 OIL INJECTION
 UK TYPE APPROVAL
www.jawamotorcycles.co.uk



DAVE COOPER
BIKE RACKS

The **NO.1** *Name*

Trailers
 Price includes light-board and ramp
Single Bike £289
Double Bike £349
Treble Bike £389
Quad/Sidecar £365
 Tow bars: supply and fit or DIY kit available

Spare wheel £28.50 extra. Each trailer comes with independent suspension, clip-on loading ramp, tie-down loops, wheel support clamps, security locking facility, removable light board; in six enamel colours.
 New wall-mounting brackets to hang trailer on your garage wall: £15/pair. Delivery service available

Tel: 01732 820 082 **Mobile: 07860 702 112**
Email: info@davecooper.co.uk **www.davecooper.co.uk**
 Dave Cooper, Unit 7 Pettings Court Farm, Hodsoll Street, Wrotham, Kent TN15 7LH

SPECIAL OFFER
FRAME and SWINGARM
 any size shot blasted and polyester powder coated, followed by hot coat.
HIGH GLOSS BLACK from £80 +VAT
 (other colours available)
 2 pk finishing also available
MICROBLAST POWDER COATING
Old Yard Workshop
Arthur Road, Windsor SL4 1SE
 15 mins from Junction 15 M25 & 5 mins from Junction 6 M4
TEL: 01753 620145

CLASSIC TRANSFERS
 Robert Derrick Ltd.

VETERAN ■ VINTAGE ■ CLASSICS
AUTOCYCLES ■ ENDURO ■ RACERS

**'QUALITY IS REMEMBERED LONG AFTER
 PRICE IS FORGOTTEN'**

Visit our new fully illustrated website with secure online ordering facility
 Catalogue listings (mention makes of interest) send:
 6 British first class stamps, 5 Dollars or 5 Euros

**BOB & MARCIA DERRICK, CLASSIC TRANSFERS, PO BOX 17,
 WOTTON-UNDER-EDGE GL12 8YX ■ service@classictransfers.co.uk
www.classictransfers.co.uk**

Motorcycle Funerals
MOTORCYCLE FUNERALS LTD
 HARLEY-DAVIDSON, TRIUMPH AND SUZUKI
 HAYABUSA MOTORCYCLE HEARSEs

Wherever you are, we'll get there

For accurate information call **01530 274888**
www.motorcyclefunerals.com



+44 (0)1789 459234

moto lug
 collapsible motorcycle trailers

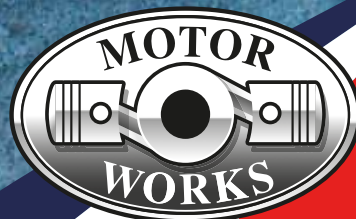
www.motolug.com
COLLAPSIBLE MOTORCYCLE TRAILERS Manufactured in the UK



BMW NEW & USED PARTS

Fast, competitive
international shipping

All models
post 1970



we go the
extra mile



01484 353 600 • 0845 458 0077 • www.motorworks.co.uk

Aqua Bead Blasting

The Professional Finish For Aluminium Parts

STAINLESS FASTENERS, NUTS, BOLTS & STUDS

Cycle, BSF, BSW, Metric, UNF, UNC

Small batch CNC work undertaken

Full range of spares
and repairs for
LAVERDA
motorcycles

*Fast professional turn around
– over 40 years in the motorcycle trade!*

Overseas enquiries welcome



Motalia Ltd 01953 789420

Long Stratton Road, Fornett-End, Nr Norwich,
Norfolk NR16 1HT

Visit our online shop - www.motalia.net

NORTHANTS CLASSIC BIKE CENTRE

We have moved to 162 Wellingborough Rd, Rushden, Northants NN10 9SU

Tel: 01933 355525

2015 AJS new Modena scooter.....	£1295	1962 Norton 600 Dominator.....	£6295
1961 AJS 650.....	£3995	1992 Royal Enfield 350.....	£1295
1957 Ariel 350.....	£2895	1954 Triumph 500 TR5C Rep.....	£6695
1968 BSA A65 Outfit.....	£4495	1965 Triumph TR6 650.....	£6495
1962 BSA RGS Rep 650.....	£6995	1969 Triumph 250 Trophy.....	£2695
1976 Honda 550 4.....	£3495	2001 Triumph T100 790.....	£3295
1974 Honda CB360.....	£2495	1992 Vespa 80.....	£1695

www.northantsclassicbikes.co.uk

Viewing and Sales Tuesday to Saturday
British Bikes bought for cash or sold on commission

M. S. MOTORCYCLES

'TRICOLOUR'

(Est. 1982)

**CLASSIC MOTORCYCLE PAINT
TRIUMPH COLOUR SPECIALIST**

1000s of colours, ready mixed or matched to your sample

Classic Triumph Spares

For help and advice contact John Chrichlow

Tel: 07773 296826

Website: www.msmotorcyclesuk.com

PAUL GOFF CLASSIC ELECTRICAL SPECIALIST WE SHIP WORLDWIDE

**REGULATOR/
RECTIFIER**

For 6/12V systems,
versions to convert
from 6/12V & 3 phase
A Reg £37.50



**QUARTZ HALOGEN
BULBS & LEDS**

Brighter replacements for
pilot, indicator, stop/tail &
many different headlights.
daytime riding lights
FROM £4.00



**DYNAMO
VOLTAGE
REGULATOR**

V Reg 2a 6/12V
dynamo regulator £46.95

**AUTO. 6 - 12V BATTERY
CHARGERS £18.95**



GIRLING REPLICAS

Top quality

Ariel, Triumph, Norton & BSA
Chrome springs £74.95 inc P&P
or shrouded £79.95 inc P&P

**ETHANOL PROOF
PETROL TAPS £9.95**

See me at Stafford in Prestwood Hall 62 Clare Rd, Prestwood, Bucks HP16 0NU
01494 868218 www.norbsa02.freeuk.com



*These are
some of
our recent
restorations*

**CLASSIC BIKES ALWAYS WANTED
OR SOURCED FOR CLIENTS**
Pre-1980 motorcycle specialist All
Pre-1980 motorcycles catered for,
Full Restorations.
Engine Rebuilds.
Wheel rebuilding,
Smiths Instrument Repairs /
Refurbishment. (fully warranted)
Respraying.



Bikes Built To Customer Specs.
Cafe Racer Conversions, your bike or
we'll get a bike for you.
Classic Bike Sales.
Can't find the Bike you want we can
Source it for you.
Spares sourcing
Delivery and Collection Available
Friendly Service.
Cuppa's provided for personal callers.



Unit 25A Sherbrook Business Centre, Daybrook, Nottingham NG5 6AT. Tel: 07752 010004 email mark@classic-rebuilds.co.uk
www.classic-rebuilds.co.uk

WARHORSE REBORN

Rick Howell discovers a weary old warrior, unused for forty years. Can he get it running again in time to meet a D-Day deadline in Normandy?

Photos by Rick Howell

**PART
ONE**



In July a couple of years back I was stood by the BSA Bantam Club stand, conversing with a lady Bantam owner. She was a former member of the MCC (Exeter Trial and all that), and it turned out that the next chap along was also an MCC enthusiast, and so was I, and we fell to talking. The gentleman in question mentioned that he had a couple of old bikes in his barn. Would I be interested in having a look? One was a 'old war bike' and the other 'my wife's Dandy'. I was quite intrigued. I asked if he knew what the 'war bike' was. 'It's a BSA M20' he replied.

BSA provided 120,000 WM20s after the Triumph factory, which had secured the initial WD order, was bombed during Coventry's infamous raids by the Luftwaffe. Designed originally by Val Page, the sturdy sidevalve motor, dry clutch and four-speed gearbox were held together by a simple, single top-tube with rigid rear chassis, steered by BSA's take on girder forks and

the usual sprung saddle. All very standard fare for the late 1930s. Initially the WM20 was fitted with a simple rack above the rear mudguard, but later the common full rack with panniers, positioned back towards the rear of the bike, was fitted so that a pillion pad could be accommodated.

A couple of weeks later I arranged to see these old bikes, which were located up a stony lane to a remote and very old farmstead in the wilds of mid-Devon. I pulled up into a yard surrounded by old stone barns. In the stygian gloom of an old linhay, mouldy and creaking with age, there were Austin Sevens and stationary engines and axles for A40 Devons and stuff covered in old blankets... and in one corner the remnants of an M20, painted all over with what appeared to be magnolia emulsion.

The BSA was loosely arranged in one fairly big lump – frame and forks, engine and gearbox, wheels, one-and-a-half mudguards,

plus a couple of stout bags with bits in. It was fairly well trapped by other bits and bats, so I took some in-situ photos of it (and the Dandy; but that's another tale) and suggested I would try to piece together what there was and what I thought its value might be. The owner mentioned that it came from a Cyprus scrapyard via the Royal Navy and that he'd started to dismantle it, but it was just another



The WD M20 in the Devon barn, where it had rested for around for forty years



Most of a WM20 in a fetching shade of magnolia. Apparently it was all the rage in 1970s Cyprus

project too far. That had been forty years ago.

I put together an offer for the pair. 'Are you sure about that?' queried the owner, but I wasn't certain whether he meant it was too little or too much. I stuck to my guns, and he said 'yes' straight away. Hmmm. Well, in for a penny. I arranged to pick them up a couple of weeks later.

I lashed the rusty remnants to my trailer and handed over some hard-earned cash. At home I started to wonder what I'd done and needed to assess what I had bought. I found a frame number which confirmed indeed that it was a WM20, the war version of the M20, with a build date of 1941. The engine number was a little later, which is not unusual since the Army replaced engines at service intervals rather than keeping a machine out of use. Under the magnolia paint I found layers of green, yellow and black, army 'sand' and

'green' paint over a grey primer and a green alloy primer on the engine cases.

The tank was dark blue under the cream, and I carefully sanded it off with 400 grade wet and dry, hoping to reveal traces of numbers, insignia, etc, but nothing was found. The toolbox was missing so it had no service plate, and there were no service marks alongside the engine number. So apart from the frame number I knew very little (and continue to know very little) about the machine and its history. Then an article caught my eye...

In 2009 for the 65th anniversary of the D-Day landings, there was a gathering of old

Brit warhorses on the beach at Arromanches billed as '65 for 65'. The organisers hoped to have enough British WW2 bikes to create a record for the Guinness Book of Records. In the event there were around 140. For the 70th anniversary in 2014, a similar gathering was envisaged encompassing various military vehicle and motorcycle clubs. I mentioned the potential trip to a handful of mates – including Dennis with his 1941 G3L Matchless. Would they like to come to Normandy? Could I get the WM20 up and running in time? Or had I simply bitten off a whole lot more than I could chew? ➤



The M20 clutch has a single large spring lurking inside to catch the unwary during dismantling. It all should live in a dry cover in the wet chaincase



With the primary drive removed, Rick discovered a foreign item where a BSA piston should be



Desert sand had infiltrated the magneto. And where exactly did that piston come from?

WARHORSE REBORN



1: Etch-primed chassis parts, looking uncannily like the components of an Airfix kit (or should that be Tamiya, who do actually produce a 1:35 plastic kit)



2: On the bench. The initial frame reassembly

A detailed glance showed a free engine and some compression, all four gears plus neutral, a head with all the fins broken (why?), the bent remains of the seat, a pair of Bantam handlebars, bent and broken cables, tyres shredded and down to the canvas. But there were some real positives too; a good set of forks neither bent nor loose, serviceable hubs, rims and spokes, a complete frame that seemed to be straight and various cycle parts. It all added up to a good start.

The VMCC provided forms and information on how to get the bike registered as it had no registration number nor V5C. It was insured on the frame number, but as no MoT was necessary I completed the forms and paid my £55. Shortly (yes, really) the DVLA envelope landed on the doormat complete with new registration number, V5C and tax disc. The only hiccup had been dealing with HMRC whose online form had been a little awkward, but a phone call to their NOVA department soon sorted that out.

I then started to draft a 'wanted' list – carburettor, headlamp, rear mudguard section and numberplate, speedo and drive and so on. I sourced a handlebar from WM20 guru Ian Wright, and added levers to my list. Then there were tyres (Ensign), seat springs and connecting plate, front stand, dynamo and regulator, wiring loom ... and so the list went on. Some bits I sourced from Draganfly, some from autojumbles, and some from as far afield as Australia. Then, when the cycle parts were mostly to hand, I dismantled, cleaned and prepped up the parts before sending off to the blasters. They did a cracking job and etch primed all the parts, so that when the job returned to the garage it

seemed like a giant Airfix kit!

Spraying was shared with fellow restorer Ian Richards, who was at the same stage with a Norton 16H he had recently purchased. Getting the paint to come up matt was a question of spraying a light coat, but deepest winter and two bikes is a tricky combination to get through as the light fades and temperatures fall. We persevered and soon there were enough parts ready to get the build underway. In the meantime I had cleaned up the magneto from its sandy slumbers, replacing the wearing parts; a spin with a drill showed a reasonable spark. Good friend Andy Petherick ventured that I might just have a bit of trouble with the magneto and ought to have it rebuilt. Well, we had

sparks so what could possibly go wrong?

Then the real build commenced and immediately showed up things I had naïvely hoped might have survived forty years of inactivity, such as wheel bearings. Replacements sought and fitted – metric taper at the rear and imperial taper at the front. The forks were stripped and found to be in fine fettle, a great relief, and so a rolling chassis came together bit by bit.

I started to watch the calendar and set deadlines for key stages – end of February for the chassis, end of March for the engine, end of April for a running machine to allow a month's shaking down (while working full time) during May, and off to Normandy in early June. As soon as I had set that schedule



On the right, the original gearbox with its broken filler. On the left, an undamaged gearbox shell for comparison



3: Rebuilding commences with the main components sitting together for the first time since the M20 was stripped



4: The battery box assembly has to be carefully positioned up so that it sits level

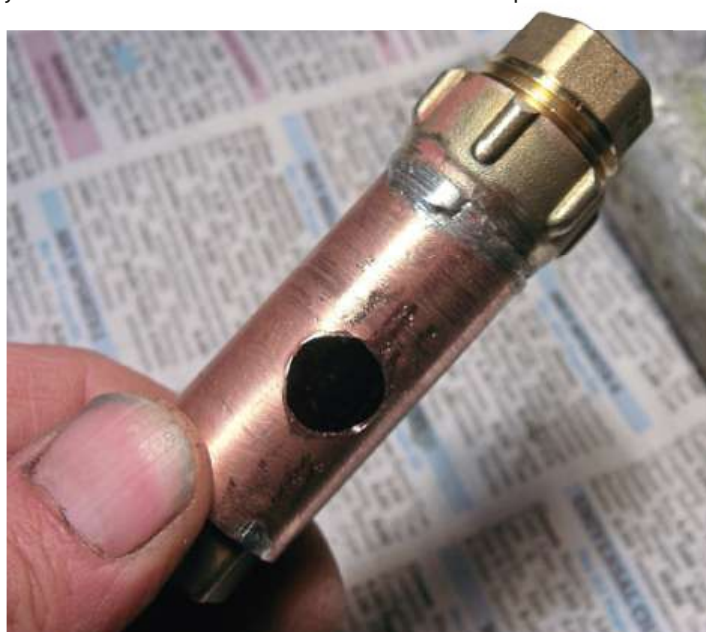
I ran into trouble here and there with items that had been overlooked – just how dirty the inside of an oil tank can be – or had expected / hoped to be serviceable. The gearbox filler plug had been broken off in the past, and the seized oil pump and broken drive needed fixing, and so on. It seemed like everything needed to be replaced and refurbished, and while the costs continued to rise, the time available to complete and test the machine disappeared alarmingly.

The lowest ebb came after rebuilding all the engine, with its four new main bearings, new clutch plates (too thick), the porous gearbox, and the non-standard piston marked 'Indian' and 'Lo-ex'. When I ran it for the first time it just marked the head with an awful noise as

the crank flexed, and in the process the head gasket blew. The clutch wouldn't separate, the carburettor leaked like a sieve and the exhaust (which I had welded up and painted) wouldn't stay put in the barrel. My new head needed to be re-drilled as it had an oversize bolt into the barrel, and the primary case leaked where it had been bashed over a rock or kerb. Bit by bit I resolved all the various issues – removing a plate from the clutch, rebuilt the carburettor, packed the exhaust stub with exhaust goo. But the problem of the piston took a bit of sorting.

I contacted the WM20 forum to get some advice. I explained about the piston. It appears that some Harley and Indian pistons will fit and have been known to be fitted (not a piston *made* in India after all). I suspect that

the bike's life in Cyprus probably meant using whatever came to hand, hence the 'foreign' piston. Although the problem was identified I still had a piston whose gudgeon pin to crown dimension was somewhat greater than the standard M20 piston, which would account for the plethora of base gaskets – six or so! The forum correspondents suggested skimming off the piston, so I dismantled it again and removed about 2mm in the lathe. I purchased a solid copper head gasket and carefully put it all back together. The valve lifter still wouldn't fit, as the valve tappet had to be too high for it to work, but with 5:1 compression that wasn't a concern. More importantly, the engine fired up and ran. Yee-ha! ➤



A rummage in the plumbing box resulted in this potential solution to the gearbox filler problem



Rick's fix, attached to the original gearbox with epoxy weld. Further rearrangement was required when the bottom fouled the primary adjustment bolt...

WARHORSE REBORN



Above: The finished (well nearly) article with racks and canvas bags, and all the little details painted up

Below: The view from the far side



By then it was early May and there were lots of items to check, rebuild, wire or replace. I managed to fabricate the rear rack and lower frame rails for the pannier racks after noting eBay prices for genuine old ones. I fixed all the lights, horn, etc, but didn't wire them at this stage. I photographed a friend's speedo face and printed it off at about the right size to fix into the speedo body I had, and that ruse has fooled many people. Sure, there's no cable or drive on the front wheel but my intention was to insert a cycle speedo *inside* the dial with the digital face just showing.

The canvas and webbing panniers arrived about two weeks before departure date (and look lovely, thanks Frank), and I borrowed a dynamo and regulator from Ian. In my rush I had missed tightening up the clutch centre sleeve nut. So on one of my trips to the local supermarket (about as much shakedown as I was going to get) the clutch began to fail and soon

*Rear spindle components**Setting up some hand-painted census numbers and decal positions using chalk**The tank again, after painting and touching in the numbers and decal positioning*

disappeared altogether. I realised what had happened but it meant another evening spent dismantling the primary case and clutch cover. The M20 has a dry clutch with a big, single spring in there – with a bit of a reputation for causing trouble. But after this rebuild and with its reduced plate the clutch has been perfect and no trouble at all.

Finally the departure day came. I had all of 10 or 12 miles under my belt and that hadn't gone too well. Was I being just too ambitious? Well, maybe. A tall order for a complete M20 novice it is true, but the old girl was running, started quite easily, kept most of her oil in the respective containers, and even looked the part with the green paint and hand-painted census numbers on the tank and those lovely oval BSA decals. She wasn't too hot, nor noisy, nor recalcitrant in the starting department, and even the sludge in the petrol tank had settled down to require just an occasional blow through.

The panniers were stowed and modern cycle bags substituted, tent and

*Fabricating components to make the luggage rack and its brackets**Those rack components, all brazed up and cleaned prior to painting*

accoutrements strapped down and a magnetic tank bag stuck to the tank (rather too literally as I later found out) with spares and hopefully useful tools. Dennis and I loaded his G3L into the back of my van and then found I couldn't get the WM20 in without taking the pannier bags off. Huh! Eventually we got away down the A38 to Plymouth and the ferry with time to spare. **Rc**

NEXT TIME:

Will the old warhorse make it to the Normandy beaches intact?



BSA Owners' Club

The Friendly Club

Welcomes Younger Members
All Ages From Birth!

Learn the skills to ride, restore & maintain bikes that don't need a computer or other expensive kit!

 We are here to help
www.BSAOwnersClub.co.uk
membership@BSAOwnersClub.co.uk
 PO Box 235, Havant PO9 9DJ





MADE IN ENGLAND

More than just Wheels!
Take a look & Order on Line

www.devonrimcompany.com

Devon Rim Company Ltd
 Unit 1c & 1d Back Lane Ind Est
 Chulmleigh Devon EX18 7DQ
 01769-581700
sales@devonrimcompany.com

British Manufacturer
 & Finisher of
 Devon Mirror Stainless Steel
 Devon British Triple Chrome
 Aluminium Flanged Valanced
 Aluminium Non Valanced
 Wheel Rims
 Stainless Steel Spoke Sets











TRIUMPH
BSA
NORTON

Total

www.srmclassicbikes.com

ENGINE

REBUILD



CLASSIC
BIKES

- Gearbox** Overhaul
- Cylinder** Heads
- Rebores** & Honing
- Crank** Grinding
- Dynamic** Balancing
- General** Engineering



Draganfly Motorcycles



Specialist in; Amal Ariel BSA Burman Bearings
 & Classic motorcycles

All models from the 20's to 70's Yes, ALL models

Here at Draganfly we specialise in the classics.

Need spares for your Ariel or BSA? Then we're right up your street.





We have it all!

With our shelves as stacked as this, you'll do well to find something we can't do!

Marvel at our vast array of second hand bike parts!



So call or visit us for all your classic motorcycle spares.

www.draganfly.co.uk - 01986 894798

1962 Triumph Cub 200cc



1969 Bultaco Sherpa 350cc



1961 Royal Enfield 250cc



1977 Honda C/Racer CB400F



1957 Ariel VH 500cc



1961 B.S.A. A10 650cc



GOOD BIKES WANTED
COLLECTION and DELIVERY ARRANGED. DELIVERY WORLD
WIDE AT COST. PART-EXCHANGE WELCOME.

BILL LITTLE MOTORCYCLES

OAK FARM, BRAYDON, SWINDON, WILTS, SN5 0AG. TEL: 01666 860577

Email: bill@classicbikesUK.com

Andy Est 1972 Tiernan

1926 AJS G2 V-Twin 799cc gleaming machine.....	£20,000
1920 AJS Model D 800cc lovely v-twin outfit	£21,500
1959 AJS V-Twin 990cc interesting special.....	£12,650
1938 AJS Model 2 990cc v-twin, nicely finished in silver	£22,500
1933 AJS 33/2 V-Twin 1000cc last ownership since 1959	£20,000
1955 Ambassador Envoy 197cc a cut above!.....	£2650
1958 Ariel VH 500cc nice in maroon	£4500
1931 Ariel Sloper 500cc 4 valve very desirable!	£16,000
1955/56 Ariel VB 600cc choice of 2	£4000/£3000
1929 Baker Model 60 250cc outstanding machine.....	£7000
1949 BSA Bantam D1 125cc, early Tele Rigid	£1750
1934/36 BSA B2 250cc choice of 2	£3450/£4650
1925 BSA Round Tank 250cc the legendary bike.....	£5000
1939 BSA B21 Deluxe 250cc beautiful!	£7000
1936 BSA Empire Star 500cc desirable machine	£9850
1936 BSA J12 500cc v-twin dry rebuild.....	£17,500
1925 BSA S25 500cc good one!.....	£9250
1943 BSA WM20 500cc in army trim	£4750
1928/30 BSA Sloper 500cc choice of 2	£8150/£9250
1921 BSA A V-Twin 770cc the legendary taxi bike	£15,250
1932 BSA V-Twin 3 wheeler 1021cc in red and white.....	£15,000
1957 Douglas Dragonfly 350cc smart machine.....	£5850
1959/60/63 Excelsior Consort 98cc choice of 3	£1650/£1800/£1850
1942 Harley-Davidson 45WLA 750cc civilian trim	£12,000
1948 James 98cc very attractive autocycle	£1650
1954 Maico M250S 250cc, outstanding road machine	£4850
1941 Matchless G3L 350cc ex army bike	£5000
1920 Matchless H2 1000cc outfit restorers dream	£14,500
1925 Ner-a-Car C 350cc rare project running for restoration	£9500
1954/57 Norton ES2 490cc choice of 2	£5000/£5750
1929 Norton CS1 500cc OHV first cammy	£25,000
1947 Norton model 18 500cc lovely riders bike!	£5250
1960 Norton Dominator 99 600cc choice of 2	£6250/£6750
1930 OEC V-Twin 750cc unique!.....	£20,000
1953/55 Panther Model 65 250cc choice of 2	£3500/£3250
1958 Panther 100 600cc with genuine Panther sidecar chassis	£7000
1956/61 Panther 100/120 600/650cc choice of 2	£5650
1928 Panthette 250cc super rare!	£9000
1938 Scott 600cc 2 stroke twin.....	£7500
1949 Sunbeam S8 500cc interesting project.....	£3500
1931 Sunbeam Model 9 500cc stylish!	£9250
1934 Sunbeam Lion 600cc unfinished project.....	£5500
1925 Triumph Model P 500cc, smart with local history	£8000
1964 Triumph TRW 500cc smooth side valve twin	£5000
1964 Triumph 500cc unit twin charming!	£3250
1929 Triumph CSD 550cc would suit ageing Hippys!	£6000
1958 Velocette LE 192cc pretty bike	£2000
1936 Velocette KSS 350cc smart pre war cammy	£12,250
1957 Velocette Venom 500cc smart example.....	£7500
1913 Wall Autowheel 118cc budget Pioneer bike.....	£4000
1950ish single seat sports sidecar believed Watsonian.....	£1600

For current stock plus loads of info on all bikes see our website:-

www.AndyBuysBikes.com • Tel: Andy or Jo 01728 724321

07802 896114 • Email andybuysbikes@hotmail.com • Bikes shipped Europewide
Viewing by appt only: Old Railway Station, Station Road, Framlingham, Woodbridge, IP13 9EE

VENTURE CLASSICS



Norton 99 Dominator; 1956,
model, matching numbers, nice
machine that runs and rides very
well **£7,195**



Vincent Grey Flash Replica;
Albion box, electron brakes,
alloy tank, Mk2 camshaft, superb
example **£27,750**



Triumph 5T Speed Twin; 1959,
matching numbers, original reg,
converted 650cc, really lovely
machine **£6,250**



Vincent Comet; 1952, engine and
frame match, original registration,
nice correct & sorted example
..... **£17,995**



Tri-BSA 750 Café Racer; 1954
B31 frame, big bearing 750cc pre-
unit Triumph engine, 4LS Grimeca,
superb build **£10,750**



Velocette Mk1 KSS (KTT Rep);
1932, original engine & frame
numbers, beautifully restored, runs
well **£12,250**



Triumph T150V Trident; 1975,
matching nos., last owner 15 years,
well sorted, nice machine ... **£5,750**



AJS Model 31CSR; 1964, best
and last of model, well sorted, ex-
Frank Westworth, featured Real
Classic..... **£4,995**



Ariel 200 Arrow, 1965, nicely
restored some time ago and still
very smart, quite a rare model
today **£2,995**



Triumph T100 Wasp Flat Tracker;
built by Mac Taylor, AMC box,
roadholders, featured CBG 04/14
..... **£7,695**

Ariel Huntmaster; 1956, superb
example throughout..... **£4,250**

BSA DB34 Gold Star Clubman;
1956, matching numbers, GP,
Dunlops, 190, RRT2 **£T.B.A.**

Douglas Dragonfly; 1957; engine
& gearbox rebuilt by specialist;
nice riding machine..... **£T.B.A.**

Moto Guzzi Mk2 Le Mans; 1980;
nice original machine..... **£4,995**

Nimbus 750 Series C; 1951, Red,
runs and rides really well ... **£7,995**

Norton N15CS; 1966, unrestored,
original & fabulous, featured Real
Classic, ex F Westworth **£6,750**

Norton Atlas; 1964; Met Red; not
matching nos, very nice ... **£5,750**

Norton 650SS; 1964; Silver
matching nos; rev counter. **£6,750**

Suzuki GT750; very nice machine,
running well, original..... **£6,995**

Triumph Speed Twin; 1951; rigid
fitted 650 engine otherwise very
correct; nice machine..... **£6,250**

Triumph TR6R Trophy; 1971,
matching nos, 2,900 miles from
new, all original timewarp .. **£6,995**

Triumph TR5T Adventurer, 1974,
matching nos **£6,850**

Vincent Series C Comet; 1953;
RFM & UFM Match but engine
changed, original reg **£15,250**

Vincent Series C Rapide; correct
numbers. Lovely..... **£38,750**

www.ventureclassics.com

Part exchanges welcome

Similar Motorcycles Wanted for Cash

Telephone: 01531 671134 or 07748 114339

in Herefordshire, by appointment only



WHAT COULD BE MORE SUITABLE FOR TRAVELLING ABROAD TO A TOURING RALLY THAN A SLOW, OLD, VINTAGE SIDEVALVE? SADLY PUB THINKS IT MAY BE TIME FOR HER TO THINK OF SOMETHING...

PUB has been away again, arriving back only just in time to attend the Brackley motorcycle festival, and not in time to accept an invitation to take her Triking to the event and thrash it (oops, 'demonstrate it') around the town's High Street. This event, in Buckinghamshire, is much more than just a local event now, attracting thousands of people and with clubs, stalls, funfair, stunt riding – all in addition to the demonstrations of racing and road machinery on the circuit. Sadly, since PUB is mean, and wasn't showing anything, she had to pay the £5 entry fee, which had been extended to the High Street activities this year – but £5 was pretty cheap for a day's entertainment, especially as profits are in aid of the Air Ambulance and other local charities. She would have been wise to take her earplugs, and not leave them with other gear on the bike, as the High Street gets pretty noisy (how the local population have been persuaded to accept the disruption she cannot imagine, but all credit to them for doing so). A couple of pictures should be hereabouts.



On show at Brackley were this pair of the Royce Creasey designed, feet-forward and hub-centre steered Voyager motorcycles (powered by Reliant engines)

The 1926 HRD has taken PUB to some faraway places over the years, but less so recently. This is partly down to the rider's diminished resilience for riding the slow, old, unsprung machine long distances, but also to the disappearance of many ferry routes which used to sail closer to far-flung destinations. Thus the PUB Vincent was used for the 2013 Epernay FIM rally (RC114, October 2013), only to be met by queries as to 'where is the little old bike?' This year's event was to be held at Vordern, in Holland, an 'easy ride' for the HRD, in miles at least, so it was booked into the rally, and onto the Harwich-Hook ferry. Some advance maintenance would have been sensible, but all it got was some desperate cleaning up of a frightening amount of rust due to inadequate cleaning after the last winter run. The chains had suffered too, but had to be cleaned and lubricated as there wasn't time to get new ones.

PUB is always nervous before trips, and was packing, and repacking, to keep the load light, right up to the morning of departure. Eventually, however, the trip commenced

with a fairly good run through to Harwich, and only a little rain (another rider, using the A14 a little further north, met much more). With gas lights (notwithstanding their LED inserts) arrival has to be early, which exposes that the Harwich terminal is pretty uninviting these days, with a closed 'waiting room' and bookings apparently handled over in the railway station. However there was time for a meal at the nearby Morrisons, rather than eating late on the 11pm sailing. When a group of Dutch Indian/Harley riders showed up, the bike chat served to quell the nerves. Upon boarding, the tying down was left to the riders, which is good for the light HRD, which is all too easily winched down unsympathetically by seamen.

Docking at 8am would allow a modern bike to get to the event by midday along the autoroute, but the HRD does not have that option because it travels at under 40mph (capable of 60mph new, wear and tear plus conservative riding for reliability puts that way out of reach). In the UK motorways are out just for safety, but in



Simon Moody's big V8 engine 'Boss Hoss' gave the appearance of being a handful on the tight bends! Nevertheless he seems to crave even more power, why else those Nitrous bottles on the rear?

compulsory). On Dutch main roads cycles and mopeds have to use the cycleways, leading other road users not to expect slow traffic (and getting grumpy with PUB). So the Police wanted to see papers, and it was just as well that the V5 had been remembered at the last minute. However, they were polite, and satisfied, advising (on request) that use of the cycle/moped ways would indeed not be legal.

The delays hadn't taken too long, so PUB still looked forward to the winding back route to Arnhem, which is very pleasant in good weather – but it wasn't good. Spells of quite heavy rain may have contributed to missing the direct little road into Leerdam, and that in turn made the right route out hard to find. Even asking for help resulted in another detour (in the rain) before recovering the route and ➤



Oops, this rider threw his bike down the road on his first Brackley lap. The little circuit is short, and its hairpins tight, so he probably just braked too hard on cold tyres? Although there was a long delay, the rider, standing behind, didn't appear to be badly hurt, and walked away

Holland, and other continental countries, there is a legal minimum of 60kph (or more) as well – and the police will intervene. The unpalatable alternatives are a very long and tortuous navigation across dykes, or braving Rotterdam. Although PUB has done it before, it remains tricky – her detailed Rotterdam map not extending all the way to the Hook.

Fortunately most Dutch now seem to have a smattering of English, so help was at hand through Maassluis. Additionally RC reader Barry (from Schiphol), who had shared breakfast coffee, trailed along just in case. At Vlaardingen A4 junction the ways parted, PUB on track for Schiedam and Barry taking the autoroute north – RealClassic readers are everywhere (and thanks from PUB)! A changed landscape in Rotterdam led to a missed turn, and more map reading/asking before riding clear of the city.

Carefree riding did not last long, before being stopped by the police. Surprisingly it was not for having no lights but for travelling slowly (the Netherlands is rare in only recommending dipped lights, it isn't



Trikings having fun. Six Trikings attended, in company with a Triumph-triple engine JZR, just visible at the rear in yellow. With more power and tyre area the latter probably wasn't behind for long. PUB was foolishly too slow responding to the call for entries with her Triking, and missed all the fun



Eric Patterson stands proudly behind his 'Viscount'. He has reason to be proud, as he has added to the reputation of this historic Norvin by taking it to Bonneville and setting records at over 130mph. There's no arguing with his bar tales of the speed of his classic – he has the certificates to prove it!



A group of Dutch Indian and Harley riders caught the same ferry as PUB. The red Indian at the rear of this group is more or less as old as PUB's HRD, but much more able to keep up main road and motorway speeds Oh for an ohv HRD 90 model that could do the same!



One of the oldest, and possibly most interesting, bikes at the FIM rally was this WW2 sidecar wheel drive BMW outfit

some trouble-free miles. Then, approaching Arnhem, the police intervened again! This time it was the hand painted black and white number plate that attracted their attention. Documents were produced again, and destination, until they were satisfied. PUB signed off by explaining that she was just one of the 'crazy English', to which the ever polite police did not demur.

Soon after that, the road was closed in Oosterbeek. Asking didn't help much this time, the advice to 'follow the signs' being defeated by not being able to recognise/read them. A short diversion found around this simply revealed another block, for there were a series of sections dug up, and probably the official diversion was quite long. However, alongside these subsequent roadworks the cycleways remained open, so the HRD was ridden slowly and quietly as if a moped...

Following signs for points east through busy Arnhem seemed to be working, eventually leading out into the sticks again. However, as in the UK, road signs have a habit of directing motorists onto the autoroutes, and they had actually directed PUB in a big loop to an autoroute junction.

There was no signage help for non-motorway traffic, but fortunately PUB knew to follow a small road off the roundabout signed for Velp, where the desired N48 was to be found. Oh for an acetylene powered GPS.

The remaining route to Vordern was straightforward. After a tiring ride the reception and campsite gave the impression of being a bit windswept, nevertheless PUB signed in and pitched her tent before going to look for sustenance. It rained again in the night, and it was not a very happy camper who contemplated a worrying noise that the HRD had made on arrival.

It was only later that earlier arrivals recounted how the camping field had been evacuated at the weekend, when the 'worst storm in living memory' struck, flattening tents, threatening the heavy aluminium framed, marquee, and taking off some hut roofs! Fortunately the local hotels had not filled up at that stage, and were able to temporarily house the displaced. So the FIM organisers should be congratulated on

copied and keeping the event running.

Next day the black clouds just kept rolling in from the West. The UK group was attacked by another downpour as they formed up, but fortuitously an open industrial building provided temporary shelter. Their actual ride and national anthem ceremony took place in a dry spell, and at the arrival control Heather MacGregor's SS80 Brough Superior and the hand-change HRD were magnets for the local cameramen. Returning along on the pavé to the campsite revealed that the worrying noise was just excessive backlash. Those rusty, relubricated primary and secondary chains had settled a lot and were very loose. A bit of spannerwork sorted that, although dropping a ¼ Whit nut into the leafmould was a silly thing to do (it did get found though).

A middle day coach trip at least promised some time in the dry, especially as day dawned with a clear sky? Ironically for PUB it was a visit to Rotterdam. A boat trip around the harbour sites cruised in light squalls of rain, ending at historic Kinderdijk for an exploratory walk. Just as rallyists



There are a lot of windmills at Kinderdijk, and they do not mill anything, but were built to pump water. It is little known that, when stationary, the parked position of the sails was used for signalling



In the interest stakes, this Pan European outfit has a much modified front suspension, hung off the sidecar as much as the bike. PUB noticed that the steering top is not on the centreline of the wheel and mudguard – presumably intentionally



Map of the Kinderdijk windmill drainage site, a tourist attraction, just outside Rotterdam. The complex was built to drain the land, some of which is below sea level, and to control flooding. Modern pumps now do the work, but Kinderdijk remains as a World Heritage tourist site

disembarked the heavens opened, leaving them damp to drenched, depending on whether they had brought any waterproofs – PUB the pessimist had a light cagoule, and nylon over-trousers. Even the indoor introductory film, and verbal presentations on the history of Kinderdijk took place with the aroma of steaming wet bodies.

It was a pity, because the story, and the site, are quite interesting, if not amazing. Early efforts at drainage of marshlands by digging ditches resulted in the peaty land shrinking, and eventually dropping by some metres as it dried out. The Dutch, not to be beaten, built more complex systems. Thus the local dykes drain land to low points, of which the Kinderdijk is a major example. From there the water is raised into the higher dykes and rivers which eventually lead it out to sea. This was originally achieved by windmills operating pumps instead of millstones. The Kinderdijk's many windmills raised the water, until replaced by diesel and then electric pumps, but the original works and windmills remain as a World Heritage site, open to visitors. Without the Dutch expertise and drainage systems, a half of their country's landmass would be flood-prone (20%, including parts of Rotterdam, are below sea level). The site would normally reward time spent, but PUB and a couple of friends inspected only the nearest windmill before yet another downpour made the coach back to Vordern look too attractive.

The Parade of Nations is a highlight of FIM rallies, with bikes ridden nation by nation through town like a carnival, and Friday dawned dry, if cloudy, for it. However, PUB feared that a 38km route would entail stop-go riding, with the HRD unable to keep up with the 40-50mph go bits. Friends Steve and Geoff did their usual sterling job decking themselves

and their bikes out with Union Jacks, and Steve volunteered his pillion seat for the parade, which ended in historic Zutphen, and a nice lunch outside a sunny café (at last!).

The day, and the rally, ended with a prize-giving, which was of most interest to Finland, Sweden, and Italy, whose large participations and high mileages won most of the challenges. Individual awards are rare, although there was an exception for one German who is the first man to have attended 50 such rallies. There is a FIVA (historic) challenge but FIVA unaccountably set a 20 year age, in spite of their 30 year EU definition, so it gets swamped by the relatively modern bikes from large participation countries. Before the entertainment finished it was time for PUB to retire for the night, intent on getting an early start next morning – not to miss the booked boat.

It remained fine all day for the return, which was a bonus and made for a very pleasant ride, with no police evident. It was not without distractions, though. Arnhem was circled due to roadworks, by following signs towards Ede, and then a short link road to Oosterbeek. PUB hoped that would miss the roadworks, which were indeed still there, but it didn't! The HRD played moped again, following the cycleway diversion. From there it was a pleasant bumble in the sun, along minor roads past farmland until Leerdam. Had the correct road been found a few days before it would have been easily recognised going back. But it hadn't, and signposts were no help so directions were sought again, and then not remembered correctly – oops.

Never mind, it resulted in a diversion alongside a winding dyke, which appeared ➤



Parc Ferme in the town of Zutphen after the Parade of Nations. Steve (back to camera) and Geoff (bum to camera!) make it clear which nation they are representing

to be a motorcycling favourite judging by the number of bikes whistling by. Soon after the Schoonhoven ferry crossing it was time to tackle busy Rotterdam again, but more cautiously this time with frequent map checks, so as not to get lost. How she ever did this trip on the clutchless, single speed, Triumph PUB cannot imagine – it was tough and frustrating enough with clutch, gears, and a kickstart!

After Maassluis it should have been straightforward, but the Hook of Holland signs were painted over, due to a new road island not providing access. Why do they do all the building when PUB goes on holiday? Riding to and fro, and asking, revealed no solution, except, perhaps, becoming a moped for the last few miles by cycleway? Instead she wriggled through some barriers, which proved to be a chicane to stop large vehicles, rather than a complete blockage, as it seemed likely to go somewhere, and surely the Hook would be accessible from there. This principle was a version of the Irish saying 'If I wanted to go there I wouldn't start from here'. It worked, linking back to the Hook approach sooner than expected – and the ferry port in sight.

Back in Blighty, and docking at 6.30am on a Sunday, even the major A roads were not busy, so it was a pleasant ride with more fine weather. Another detour was needed due to roadworks, but this time on familiar territory, and without time pressure. Actually that is not quite true, as PUB had



At the head of the Great Britain line up for the Parade of Nations, Heather MacGregor's 1940 SS80 Brough Superior takes pride of place, in front of Geoff's Trident and Steve's Pan European flying the Union Jack

hoped to catch the tail end of a Vincent rally, but that final delay put paid to it and she just flopped into a chair at home instead.

The little HRD had, as ever, plugged faithfully on through the bad bits, providing an enjoyable ride when weather and roads permitted. However, the major roads, and fast traffic around the few remaining ferries (A120/12 for Harwich, M3 for Southampton, M25 for Dover, and similar issues on the other side, mean more generally that it just isn't fun any more, or at least quite a lot of it isn't. Each stage was an easy 130-140 miles, but it used to be double that in days of yore, which PUB doubts she could do now, much less enjoyably. So, perhaps the HRD will be used for more local UK riding, and/or be trailered to specific events in future? As a touring mount for holidaying to foreign parts, this may have been the HRD's 'Last Hurrah'. **RC**



The Kinderdijk windmills are (mostly) tower mills – which means just the top section turns on bearings atop the brick built towers. Gearing is used to transfer power from the slow turning sails to a vertical shaft down the mill centre, and eventually to faster running pumps in the base. The gearing is in wood, and this large spur wheel, with individually replaceable teeth, works in conjunction with its smaller 'lantern pinion', made of round wooden pins between two wooden plates, to achieve the same result as the bevel gears in an ohc engine



PUB has been on a lot of ferries recently! The byway route to Arnhem, avoiding autoroutes, involves this ferry at Schoonhoven. It is well enough signposted, and operates continuously, so waiting is minimal (the fee for a bike is 2 euro)

ACME STAINLESS LTD
 MANUFACTURING QUALITY STAINLESS BAR TURNED PARTS FOR ARIEL 4 STROKES,
 AJS/MATCHLESS & TRIUMPH TIGER CUBS
 AT OUR PREMISES SINCE 1990.
 Unchanging history our parts are machined to the correct profile of original parts keeping
 your motorcycle looking original & rust free.
 We also manufacture general imperial fasteners.
www.acmestainless.co.uk
 Free comprehensive price list send sae to:
ACME STAINLESS LTD, PO BOX 671, BILLINGHAY, LINCOLN LN4 4XX
 Email: acmeboltmaker@hotmail.com Tel: 01526 861991

WANTED PAM 22L
Dateless or Interesting Registration Numbers
With or without vehicles
 Tel. 0191 236 8417 or 07970 511777
 email address to: nm@inplates.com
 web address: www.inplates.com **22 RBC**

UNITY EQUIPE
 Now taking orders Unity Converta engine plates etc
 Manx Frame built
 specially for Harley
 Sportster engine
 and gearbox
 50 years of overseas
 trade experience
50 page Catalogue £5
 (refundable against order)
 Packed with spares and parts for
 the British biker or special builder
 Callers & Collectors by appointment
 Tel: +44 (0)1706 839059 E-mail: tritonmcs@aol.com
 Fax: +44 (0)1706 839348 www.unityequipe.com

1960's/70's Honda
Restoration
Service
 Tel. 07802 379117
www.stamford-classic-bikes.com

PAINT RAPIER
 TOP QUALITY PAINTWORK & REPAIRS
 FROM CLASSIC TO MODERN
 COMPLETE BODYWORK REPAIRS
 & RESTORATION
 CANDY, FLAKES
 INSURANCE APPROVED
 20 YRS EXPERIENCE
WWW.RAPIERPAINTWORK.CO.UK
 UNIT 1, LIME ST, HULL, HU8 7AJ TEL: 01482 212690

AMERICAN READERS!!
RealClassic
 Real People + Real Bikes = RealClassic magazine
SUBSCRIBE & SAVE
\$58/yr (12 issues)
With Motorsport
Save \$\$ and never miss another issue!
 Great subscription prices for U.S.A. delivery: Classic
 Motorcycle Mechanics, The Classic Motorcycle, Classic Bike
 Guide, Classic Racer, RealClassic, Classic Dirt Bike, Scootering,
 Classic Scooterist Scene, Twist & Go, Motorcycle Sport & Leisure.
 We stock many fine Mortons publications including:
 SCRAPBOOK SERIES (Triumph, BSA and Norton), AVIATION
 CLASSICS, THE ENCYCLOPAEDIA OF CLASSIC
 MOTORCYCLES, JUST ROSSI, ISLAND RACER, JAGUAR.
MOTORSPORT PUBLICATIONS LLC
 7164 County Road N #441, Bancroft, WI 54921
 715-572-4595 * Chris@ClassicBikeBooks.com
www.ClassicBikeBooks.com

Jacksons of Knebworth
 Sales, Service & Repairs of all
 classic, vintage & veteran motorcycles
ROYAL ENFIELD SPECIALIST
BIKES FOR SALE
 AJS 350 1962, very good condition £2495
 BSA BANTAM D10 175cc, 1966, Excellent condition, 12 months MoT, ready to ride £1795
 DOUGLAS 1921, 2 1/2hp good Banbury bike £6995
 EXCELSIOR TALISMAN TWIN 1955, 1st class restoration to a very high standard. £3995
 HONDA CR125M ELSINORE 1977 motocross very little use from new, 100% original. POA
 JAMES 197 1960, very clean £1495
 MATCHLESS 250 1960, in excellent condition..... £2995
 ROYAL ENFIELD ELECTRA XS 500cc, 2008, 4,000 miles only, black £3995
 ROYAL ENFIELD ELECTRA EFI 500 SPECIAL 2010 (call for details) £2795
 ROYAL ENFIELD 500 2005, 2000 miles only, 4 speed electric start, silver, extras fitted, call for details £2795
 ROYAL ENFIELD 2004 500cc "65" 5 speed Red, electric start single seat/luggage rack sports exhaust £2795
 ROYAL ENFIELD 350 CLASSIC 2003, Black, 4 speed, sports exhaust, fully serviced and 12 months MoT £2495
 ROYAL ENFIELD ELECTRA EFI DELUXE 2009, 3000 miles only, sports exhausts, black and chrome £2995
 SCOTT SPECIAL 1956, Birmingham model, 600cc POA
MISCELLANEOUS
 ATCO 1920's Lawnmower with Villiers 2 stroke engine, complete and original £295
 FULLY RESTORED WICKER SIDECAR complete with fittings, to suit veteran/vintage motorcycle £2995
Top price paid for your classic, vintage or veteran motorcycle
 124 London Road, Knebworth, Herts SG3 6EY
 01438 812928 • harvey-jackson@btconnect.com

SUBSCRIPTION FORM

OFFER CODE: RCDPS

ISSUE 138

SIMPLY COMPLETE THE FORM BELOW AND RETURN TO:

RC SUBSCRIPTIONS, PO BOX 99, HORNCastle,
LINCOLNSHIRE LN9 6LZSIX MONTHLY
DIRECT DEBITONE YEAR
CREDIT CARD/CHEQUEUK ☐ £15☐ £34EU ☐☐ £49REST OF WORLD ☐☐ £59

PAYER'S DETAILS (MUST BE COMPLETED)

Mr / Mrs / Miss / Ms (please circle)

First name Surname

Email

Telephone

Mobile Year of Birth

Address

Postcode

DELIVERY DETAILS (IF DIFFERENT TO ABOVE)

Mr / Mrs / Miss / Ms (please circle)

First name Surname

Address

Postcode

Email

On occasion Mortons Media Group Ltd may decide to contact you by post/phone regarding information relating to current offers of products or services (including discounted subscription offers) which we believe may be of interest to our readers. If you do not wish to receive such offers please tick this box ☐

On occasion Mortons Media Group Ltd may decide to email/fax you regarding information relating to current offers of products or services (including discounted subscription offers) which we believe may be of interest to our readers. If you wish to receive such offers, please tick this box ☐

On occasion Mortons Media Group Ltd may permit third parties, that we deem to be reputable, to contact you by post/phone/fax/email regarding information relating to current offers of products or services which we believe may be of interest to our readers. If you wish to receive such offers please tick this box ☐

PAYMENT METHOD

1. ☐ DIRECT DEBIT

Instruction to Bank/Building Society to pay by Direct Debit:

I would like to change/take out a subscription £15 per six months (UK only)

Account in the name of

Account number Sort code

Name of Bank/Building Society

Address

Postcode

Please pay Mortons Media Group Ltd direct debits from the account detailed in the instructions, subject to the safeguards of the Direct Debit Guarantee. I understand that this instruction may remain with Mortons Media Group and, if so, details will be passed electronically to my Bank/Building Society. **Originator's ID number: 830390**

Signature

Date

Reference number (office use only)

2. ☐ DEBIT/CREDIT CARDPlease debit my: ☐ Visa ☐ Mastercard ☐ Switch/Maestro

Card number:

Start date / Expiry date /

3 digit verification code Switch issue number

Signature

Date

3. ☐ CHEQUE I enclose a cheque made payable to Mortons Media Group Ltd

- SUBSCRIBE FROM

PAY ONLY

£2.50

PER ISSUE*

SUBSCRIBER BENEFITS

- EXCLUSIVE access to the subscriber-only Facebook group
- EXCLUSIVE monthly newsletter for RC Club members
- EXCLUSIVE access to RC rides and meets
- EXCLUSIVE access to subscriber-only VIP competitions
- DISCOUNTS on RC merchandise and Brooklands Books
- DISCOUNTS on admission at RC sponsored shows
- FREE magazine delivery within the UK

PLUS NEVER MISS

- Real-life road tests and reports
- Long-term owner expertise and advice
- Authoritative analysis by expert riders
- Hands-on spannering in The Shed
- The best British bikes and continental classics



OVERSEAS A 12 issue sub to Europe costs £49, or £59 to Rest of world. Please send a £ sterling cheque or postal order, or give your card details opposite, or pay by card online at: www.classicmagazines.co.uk/rc
US readers may find it cheaper to subscribe via Motorsport at: www.classicbikebooks.com



FOLLOW US AT FACEBOOK.COM/
GROUPS/REALCLASSIC

*UK subscribers only

ONLY £15*



3 EASY WAYS TO SUBSCRIBE

SUBSCRIBE SECURELY ONLINE AT www.classicmagazines.co.uk/rcdps

CALL 01507 529529 QUOTE **RCDPS**

OVERSEAS CALL +44 (0)1507 529529. LINES OPEN MON – FRI, 8.30AM – 7PM & SATURDAYS, 8.30AM – 12.30PM

OR SIMPLY FILL IN THE FORM PROVIDED AND RETURN TO OUR ADDRESS



STAINLESS
ENHANCE YOUR MACHINE FOREVER
BOLTS • ALLEN SCREWS • NUTS • WASHERS • HOSE CLIPS • NIPPLES • BAR • ETC ETC
 CYCLE, BSF, BSW, BA, BSP, UNF, UNC, METRIC AND METRIC FINE
ASK YOUR FRIENDS... WHO HAS THE WIDEST RANGE? WHO HAS THE BEST QUALITY?
WHO HAS THE BEST MAIL SERVICE? Please send 2 x 1st class stamps for 17 page list to:
D. MIDDLETON & SON
 Unit 5, Lady Ann Mills, Batley, West Yorks, WF17 0PS
 CALLERS WELCOME BY APPOINTMENT
Tel: 01924 470807 24-hr.
www.stainlessmiddleton.co.uk

52 blade
 thread pitch
 gauge £7.00 inc
 VAT & p&p

**34th YEAR
 OF TRADING**

Fax: 01924 470764
 Email richardmid1@aol.com

"Malarkey 21stC Lightning"
 Frame, design / fabrication,
 Bespoke engineering.
www.malarkeyengineering.co.uk

"I CLEENZ MACHEENZ!"
All Parts A to Z!
 Clean, Decorate, Decarbonate by Hot Power Washing, Dry & Vapour Bead Blasting,
 Carbs Ultrasonic Cleaning
 NO VAT - Plus Repairs, Welding, Machining, Polishing and Plating Service through
 Associates
 Visit website for loads of interesting pictures **www.icmhome.org.uk**
 Unit E Franklin Ind Est, 42 Croydon Rd, London, SE20 7AE, tel 020 8766 7164

MALDON & POWDER COATING
SHOTBLASTING
www.msbpccl.co.uk
email: msbpccl@googlemail.com
 2a-3a Benbridge Ind Est Heybridge, Maldon,
 Essex CM9 4ER Tel. 01621 841100

Announcing our new 5 years as standard anti corrosion warranty
NOT JUST ANOTHER POWDER COATER
 Quality work is priceless. Don't leave it to chance do it once do it right.
 Collection & delivery throughout the UK & EU. No Job too small. Subject to condition.

Norton
OWNERS CLUB

THE CLUB
 TECHNICAL HELP
 DATING & REGISTRATION
 TRACK DAYS
 SPARES SCHEME
 INSURANCE SCHEME
 RALLIES & EVENTS

JOIN US!
01949 838752
www.nortonownersclub.org

NEW SHOCKS FOR YOUR CLASSIC
 Specialised shocks for most road and off road bikes
 from only £67 a pair inc
NJB SHOCKS
www.njbshocks.co.uk
 01206 768392 / 07788 715163
 Email norman@njbshocks.co.uk

**Specialist In Motorbike & Car Parts Restoration,
 Powder Coating, Bead Blasting,
 Vapour Blasting**

PENNINE POWDER COATINGS
 penninepowdercoat@hotmail.co.uk
 07736 771759 • Todmorden
www.penninepowdercoatings.com

Frame
 Blasted &
 Powdercoated
 from £100

Greystone Enterprises
Triumph Tiger Cub Specialist
New And Used Spares

10% Discount for CUBMAG Subscribers
 10% Discount for CUB CLUB Members

Tel: 01227 861100 9.30am to 5.30pm Mon.-Fri. Email: mail@triumphcubspares.co.uk
 Call or email for 36 page spares price list. Worldwide shipping. Order over the phone, via our ebay store
 (Greystones Tiger Cub Warehouse) or through our website **www.triumphcubspares.co.uk**
 Unit 25 Reeves Yard, Warwick Road, Whitstable, Kent CT5 1HX Visitors strictly by appointment only

SEE US AT
 STAFFORD OUTSIDE
 STAND 360

Reproduction Tax Discs
 * Three identical discs * All years 1921-1987
 * Customised issuing stamp - any date and location
 * Completed in correct style for the period or left blank
 * Sent on approval with invoice £8 or £12
 * Lifetime free replacement guarantee
www.poplargreg.com
 07710 267336 10.00-6.00 Mon-Fri

SPS Motorcycle Transport
NEED A BIKE MOVING? Prompt attention. Good prices.
 Quick turnaround. Fully Equipped Vehicle for Safe and Secure Travel.
 Careful and Friendly Service. Fully Insured. UK and Europe.
Based in Mansfield, Nottinghamshire. Secure Storage Available.
Ring Steve anytime on 07779 044512 or 01623 649456
with your requirements
email. info@spsmotorcycletransport.com • www.spsmotorcycletransport.com

Maidstone Motoliner Ltd
FRAME STRAIGHTENING
 checking and repairs, forks, yokes and cast wheel repairs
 30 years experience
 and same day service
Tel: 01622 790705
www.motoliner.com

CLASSIC - VINTAGE BIKE & CAR MEETING
 Every Wed Night 6pm & Friday Morning 10am till 3pm (ideal for retired bikers or shiftworkers)
 Hot Snacks Tea & Coffee
THE VICTORIA, WHITWICK RD, COALVILLE, LEICS, LE67 3FA
AUTOJUMBLE FREE TRADE SPACE AND ADMISSION
 USED BIKER CLOTHING & MISCELLANEOUS
Occasional Guest Speakers And Special Bikes/Cars
 Bring The Wife - Retail Park 80 yards - Morrisons - B&M plus other discount warehouses
www.vicbikerspub.co.uk

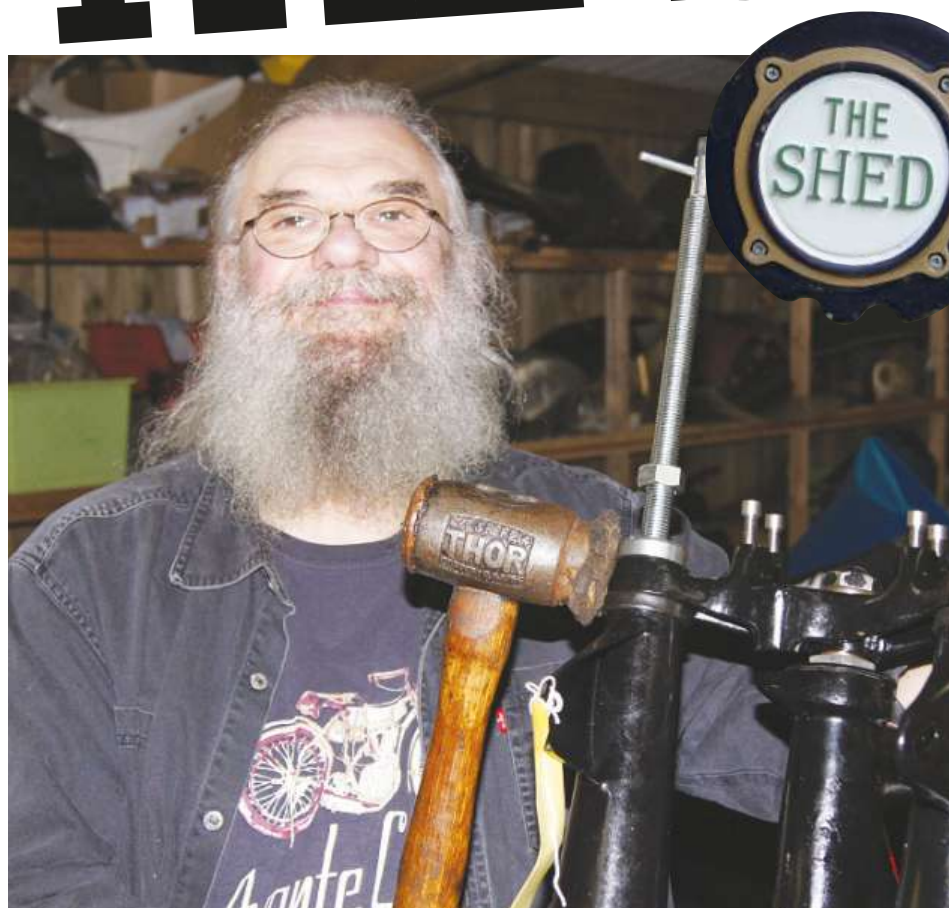
Do The
 Brass
 Monkey
 Run



Hammers! Great heat! Violence and invective. All of these delights and more have been a familiar sight in The Shed...

TALES FROM

THE SHED



Danger! Stripper at work! I'm considering making this quote into a sign to hang outside The Shed for times like these. Many of us have long understood that hanging out a sign warning of perils within is likely to attract closer scrutiny from those of an adventurous bent. And adventurous souls are usually rather more entertaining than the other kind – and all motorcyclists are by definition adventurous, no? Classic motorcyclists even more so. The challenge! The unreliability! The possibility of a light shower ruining the one-mile race to the coffee shop aboard the heroic CSR!

I'd decided that what I needed was a little company, a temporary companion to share my current incarceration in The Shed. The Current Cat, the mysteriously named Mrs

Kibble, runs and hides every time she sees me – which is a depressingly familiar state of affairs in general – so she's no use, and she's never been in The Shed in any case and shows no interest in manly Shed adventures. Unlike the sadly missed Agent Orange and Jack Black, both of whom were sources of inspiration and understanding.

Why was company suddenly a good thing, given that I am of course notoriously antisocial in all things (why else would I ride a motorcycle?)? Because I couldn't ... actually ... extract the engine from the B25SS on my own. I know, I know. That sounds insane, but it is true. I have hauled many a great huge and heavy engine from many a feeble lightweight bicycle, and indeed reinstalled them, almost always on my own, but this time I was genuinely struggling.

Cease with the laughing, OK?

My irritation was nothing to do with the weight of the engine, nor with the actual grubby reality of hefting it from BSA's splendid oily-frame bicycle. No, it was because I was entirely unable to extract two of the locating fasteners.

That is correct: two of them. Not just the one I mentioned last time, which was a bolt whose hex head came into intimate contact with the clutch operating arm. As well as that, underneath the engine is a long stud (hurrah: BSA used a sensible stud rather than a bonkers bolt). Easy enough to drift out ... except that once I'd drifted it out, the old stripped stud I used as a drift was then stuck and needed drifting out itself. I performed this unlikely game of musical studs for some time. The time, it passed, as is the way with time. I parked myself on my handy shed stool and contemplated. More time passed. In an earlier and more generous world, Jack Black would have ambled in, with or without mouse, and would have somehow solved the irritation. How? I have no idea. That is the way with cats. Mrs Kibble is plainly above such human nonsense.

I suppose I could have asked a rabbit. There are somehow and oddly an awful lot more rabbits around The Shed than when Jack Black performed humanitarian ... felinitarian duties, but it's hard to get much sense from a rabbit, cheery though they are.

But no. The only answer was to surrender to being sociable. I needed to recruit someone to provide a little extra muscle and hand. Why is there so rarely an extra hand to hand when you need it? Both of my pals were somehow busy. This is usual. The Better Third had suddenly started to paint the bathroom. She never does this. Should I be worried? I was worrying about whether to be worried about this when that very same Better Third yelled out that my brother was on the wireless, talking about his very big clock. Strange but true. He does this. This is, as the youth apparently say, how he rolls. Just when you ➤



Life's little mysteries, BSA style. The handlebar is original. The speedo is original. How could this ever work?



One of the very many very exciting things about working on unfamiliar marques is the voyage of discovery you make – and then promptly forget. BSA / Triumph made several variations of the rear light assembly for the various models in the post-71 range. This is a wrong one. There are several other wrong ones in the boxes marked 'B25 bits'. The cable wrap is an earlier FW attempt at tidying things a little

thought it was safe to turn on the wireless, up pops my (younger, far better looking) brother sharing his views on his very large clock with a troubled nation. Radio 4 PM programme – anyone listening to it who wasn't previously troubled would be as soon as they heard it. I avoid such things. Talking with rabbits makes more sense and is far less shouty.

And before your sense of the smutty gets the better of you, I should explain that my brother is Palace Clock Mechanic; a man who does things

with Big Ben, the loud clangy thing favoured by the BBC when they understand that their audience needs to be woken up. The 'palace' is the Palace of Westminster. My brother goes there. That is what he does. He has all the looks and all the brains as well as all the youth and glamour. I hit motorcycles with hammers. Life can be hard.

He'd also sent a message on Facebook (you can see that we're a close and private family) announcing a forthcoming visit to RCHQ Bude. It seems that Big Ben had been

running fast, somehow, and that escaping the pressures of media stardom insisted that he levitate himself aboard his super-elevated GS BMW and drip down to the west country. I am rarely welcoming, as you can imagine, but ... suddenly ...

He arrived, only slightly wetter than a submarine. He beamed with health and brotherly friendliness. How does he do that? I performed unfamiliar friendly stuff, proffered coffee, wide smiles and an invite for an evening curry. His smile slipped only a little. He is a professional. 'What d'you want doing in The Shed?' he asked, innocent-like. I explained. He laughed. Disguised it as a cough of course. He spends his entire working life surrounded by politicians. He can do non-committal better than anyone.

And of course as soon as he laid his hands upon the BSA it was so impressed by his enormous credentials that the engine just about jumped out on its own. The long stud underneath? He watched me wrestling with it and a pair of enormous pliers. Smiled, as brothers do. 'Let me,' he suggested, and removed the stud somehow. No effort. Just like that. The stud positively oozed studly delight at its liberation, and rolled stealthily off the bench, presumably heading for his GS BMW where it could hitch a ride to the bright lights of Westminster.

The other irritating fastener? The stupid bolt with the stupid hex head which stupidly fouls the stupid clutch lever? Yes. That one. I pointed it out to little brother. 'Oh,' he said.



Another BSA engine. It is impossible to have too many. This is probably less stationary than the B25SS...

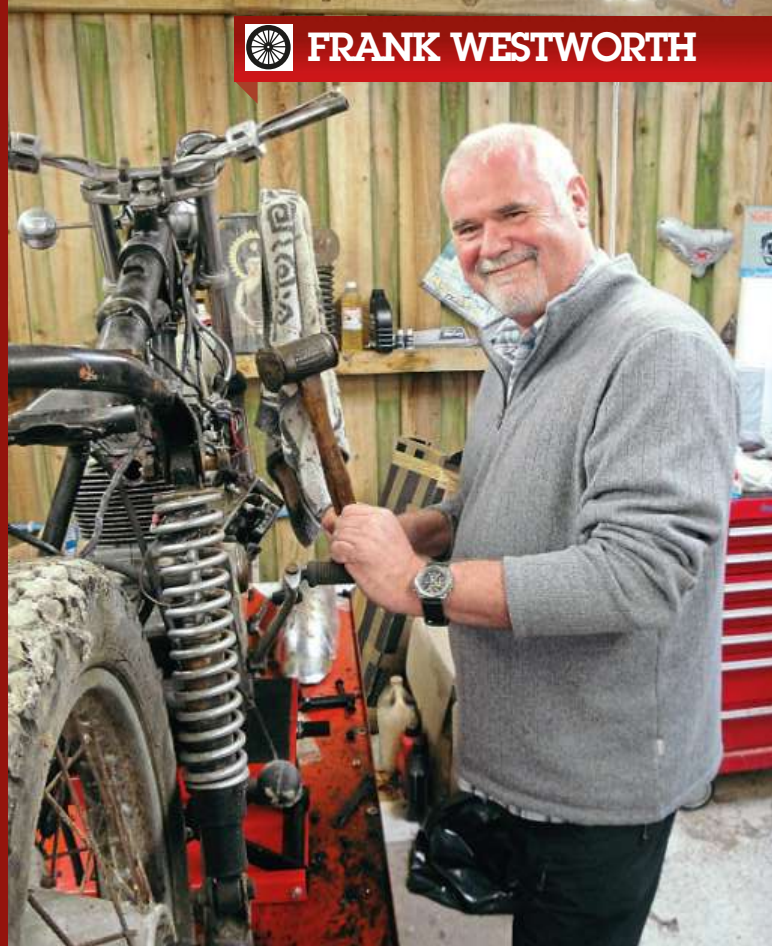


Upper left: The memory was also jogged by this repaired bracket, to which the big black lozenge silencer mounts. It had been sawn off by a previous owner, although the other bracket was still there. A very nice man welded up a new one



Lower left: Pattern parts can be a peril. This was brand new when FW fitted it in 1997 or so, and it has never seen use

Right: FW's brother, who does something mysterious involving politicians and timepieces. He is particularly skilled in handling delicate and ancient machinery



Triumph rose unworthily within me. Maybe he'd be unable to shift it too. We could share our joint failure to remove it, enjoy grim brotherly wosname and eat curry and maybe swap heroic yarns while sipping Perrier or sulphuric acid or whatever retired military men like him drink.

'If you tilt the engine...' He tilted the engine. 'It'll just slide out.' It just slid out. He smiled in a kind way, the way you smile when you smile at a dimwit. Then he lifted up the engine and suggested that I might like to disconnect the oil lines and clutch cable. Presumably saving him the effort of biting through them with his naked teeth.

'Hold the engine a minute,' I suggested helpfully. 'I need to take a photo. He held the engine while I walked slowly around to find the camera, and slowly extracted it from its case, slowly switched it on, then slowly took several pictures. 'Nice little engine,' he remarked, ambling around the bench to park it somewhere safe. '10cc or something? Like a starter for a real bike?' Brothers, huh?

Moving slowly on...

Once the engine's out, it's all downhill, no? Have you noticed that describing things as being all downhill from here can be taken in more than one way? I mean, they're all downhill, but it depends where you're starting from. Madness. Off with the rear shocks. Removing the shocks allows better access to the wheel, so is fairly sensible, even when working on a BSA. Then off with the chainguard. I always wanted to write a

song called Working On The Chainguard, but sanity always prevailed, which was a fortunate thing, otherwise it would have been downhill from there.

The last time it was apart, I built this bike, as you may remember. I cannot now remember whether I actually removed the rear shocks or indeed the rear wheel. They were penniless days and if a tyre had tread, and if shocks had both bounce and chrome, I probably left them as they were. I hope

that's the case, because all four of the rear shock mounting bolts are different. I doubt that any of them started life in a BSA factory. The shocks still look reasonable, but these are less penniless days so I might replace them anyway.

The tyre is far too old to use, is probably original, it being a K70, because no one surely would fit a new K70 in the modern age, and the rim is very rusty indeed. However, it is a genuine original rim, so I may attempt to ➤



Underneath the BSA engine is a long stud. It entirely refused to come out, despite FW applying his most creative invective. The younger brother, however...



And for his next trick. 'Where'd you like this shoving?' he might have wondered, innocently

clean it up once it's been replaced with a modern Chinese fake. Or maybe a British fake.

A question for you. If you were rebuilding the bike, given that it is a B25SS not a DBD34, would you go to the trouble and expense of rechroming the original rims? I am curious, and would appreciate your thoughts.

To remove the wheel, a chap must disconnect it from the bicycle. That's only logical, no? And it's always easy enough to do, and motorcycle designers – even at BSA – understood that tyres wear out and develop punctures. Except that it appears as though this particular star of the Small Heath universe never covered enough miles to wear out a tyre. Which means that the spindle has never been removed before. Because of the interesting and entertaining way BSA singles like this adjust their rear chains – by moving the entire swinging arm assembly backwards – the spindle has never been touched, probably since 1971, when it was built. Why is this an issue?

Because although the spindle's nut came off easily enough (muted cheer), the spindle itself refused to pull out from the other side. It was completely solid. I applied Thor, King of Hammers to it. The legs of the swinging arm (that can't be right) spread, but the spindle refused to budge from the drive side leg. Arm. Or something.

The rear wheel is also located by the brake anchor arm, sometimes and inexplicably called a torque arm, which is held to the rear brakeplate by a nut. That nut grips an outward extension of the brake shoes' pivot. Cunning. It was also solid, having been gripping since 1971. Which is a while. A heroic nut. Even my longest extension bar and mighty application of Thor, King of Hammers failed to shift it. I was facing defeat. I opened a random green plastic box, like you do, and discovered inside it a heat gun which I'd bought a very long time ago and never used. Have you used one? You should. No naked flames, so it's reasonably safe to use on a motorcycle on a bench in a shed filled with flammables, and it gets whatever it's aimed at very hot indeed. Hot enough, for example, to melt the nylon insert in the offending nut. Then, Thor, King of Hammers prevailed, and the nut came off. Very handy.

I soaked the wheel spindle and everything nearby including my shoes with Degrip All, my current favourite recreational chemical, and applied a battered Stillson pipe wrench to the end of the spindle. You should never use a pipe wrench on a motorcycle. Ever. Metal groaned, and the spindle turned, twisted by the sheer brutality of the Stillsons. And as soon as it moved, I could employ

The Bent Screwdriver as a tommy bar (why 'tommy'?) and heave while twisting it with my left hand while belting the other end with Thor, King of Hammers held in my right hand. Are you impressed by this display of dexterity? The spindle was, and it slowly came out.

Then it's time to remove all the wiring, which on the oily frame singles is always a work of fun, because of their novel fitting system. For reasons known only to sturdy engineering chaps in smoky basements, BSA decided that they would do something truly creative with the electrics on the last singles ... but not on their last twins or triples, hence the mystery. In their undoubted wisdom (it was the 1960s at Umberslade Hall, so their collective consciousness may have been chemically expanded ... although I doubt it, worthy BSA types seem more stern than frivolous, despite their colour schemes) they decided that they would plonk most of the core electrical stuff inside an alloy box and dangle it beneath the nose of the fuel tank. Interesting.

So inside this little alloy box – which has a different shaped reflector depending on the engine size, as you would surely expect – they parked the ignition switch. Good stuff. And the coil. Coils famously become heated while



The BSA single engine is a dry sump design. This means there's no oil inside it. The oil is kept in a tank. Got that?



There's certainly less oil inside the engine now...



Look carefully at this picture. Study it. This is an original BSA nut on an original BSA component (actually the rear brake pivot). The nut retains the rear brake anchor arm. It will also not come off, despite serious welting with Thor, King of Hammers



When heavy hammers, skill and considerable violence have failed, it's time to set the thing on fire. This is a hot air gun. It can melt the nylon insert in the original BSA nut, enabling the man with the hammer to remove it



It appears that the wheel spindle has also been in place since worthy Brummies built the bike in 1971. Violence and oil and a very bent screwdriver eventually extracted it



The little BSA shows very few signs of being ridden very much. The brake shoes are hardly used, and the rear sprocket looks new (under the rust)

delivering sparks to the mighty engine, which is why some manufacturers – Norton spring happily to mind – hang them out in the breeze to keep cool. Placing the coil inside a sweaty little box must have been the solution to a problem mere mortals can only dream of. Or something.

Also tucked away in there (it's quite packed) is the Zener diode (which at least can use the box itself as a heatsink), the rectifier (which has fins to keep it cool – or maybe warm it up in this little oven) and the flasher unit. Oh, also the capacitor. The horn hangs from one of the brackets which holds the electrics box to the frame. There's also a very large 1960s connector block which ... ah ... connects to the rest of the bike's wiring harness. I have several of these boxes, left over from the bike's last rebuild, and I believe every one of them is different. Something to look forward to.

Have you watched any of the Michael Portillo BBC TV series about marvellous railway journeys? Although my brother appears in some of them (strange, but true) the actual star of the entire ersatz culturefest is the book which guides Mr Portillo between luxury hotels and art galleries, merry ethnic clog dancers with jingly bells and sinister eastern types with big black moustaches.

This is a Bradshaw's Guide, a monumental – or merely mental – work rammed with timetables and similar arcane essentials for the traveller. Anyone working on a BSA single – any BSA single with valves to its credit – should immediately hie themselves

off to Panther Publishing and acquire the unit singles' equivalent of Mr Bradshaw's opus: The Rupert Ratio Unit Singles Manual, which comes in two volumes, both of which are not only recommended but essential reading. Trust me on this. Here's a reason why... ➤



It looks so easy once it's been done, no?



Left: This is the unusual 'electrics box'. It looks decently innocent from the outside

Right: Travellers on ancient railways could use guide books to ... ah ... guide them

While I was rebuilding – in a loose sense – this BSA last time, back when my hair was young and the earth was thick, I asked and I asked and I asked again about the mysterious nuts which held lots of its components together. They appeared to be roughly half the height of normal nuts, and were somehow self-locking despite their having no conventional nylon locking insert that I could see. No one could tell me what they were, and although I did converse at some length and expense with a noted BSA specialist who claimed to have boxes of the things – NOS of course – the nuts he supplied were conventional and not NOS BSA at all. I could have bought them anywhere else for a lot less money. We live, as you know, and we learn.

Thanks to the inestimable Rupert, I now know what they are. They're Cleverlock nuts, no less, and thanks to the wonders of the internet I have discovered that they're still available. Life rarely gets more exciting than this, now does it? **Rc**



Left: Rebuilders of unit BSA singles need their own oracle, and Rupert Ratio is that superior being

Below: Inside the box, lots of heat-sensitive and heat generating components live snugly together. It must have made sense at the time



**Get A Happy
Clutch
Now From
wemoto.com**



**Cost
Effective
Solution**



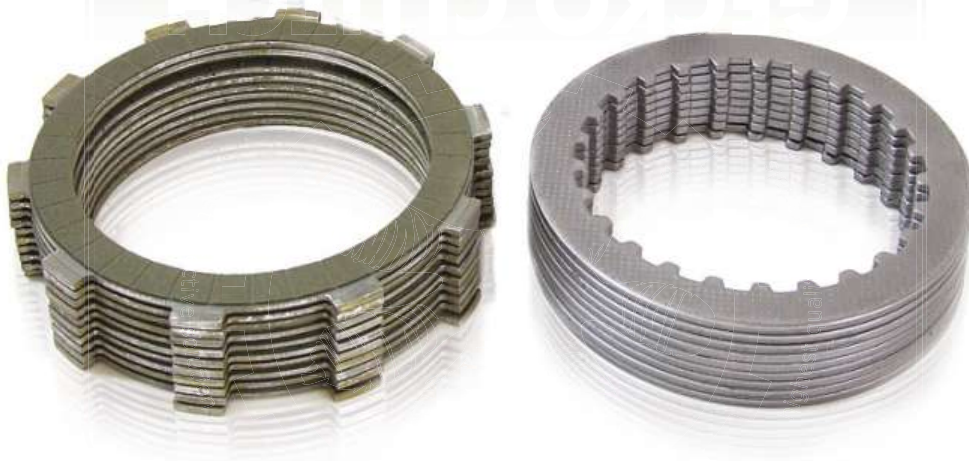
**Made To OEM
Specifications**



**Highest
Quality
Materials**



**Rebuilds To
Exact Stack
Height**



Road



Off-Road



Adventure



Custom

wemoto.com

Tel: 01273 597072

Unit 7 Grange Road Industrial Estate, Albion Street, Southwick, West Sussex, BN42 4EN, United Kingdom



The Function Side To BLKGEN Fashion

The popular Draggin Next Gen is now available in Black.